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U. S. DEPARTMENT OF AGRICULTURE,
BUREAU OF STATISTICS—BULLETIN NO. 29.
JOHN HYDE, Statistician and Chief.

METHODS AND ROUTES

FOR

EXPORTING FARM PRODUCTS.

BY

EDWARD G. WARD, Jr.,
Expert in Transportation Statistics.

OCT 19 1904

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1904.

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BULLETINS.

No. 27.—Wheat Production and Farm Life in Argentina.
No. 29.—Methods and Routes for Exporting Farm Products.
No. 30.—International Sugar Situation.

CIRCULAR.

No. 15.—Foreign Trade in Farm and Forest Products, 1903.

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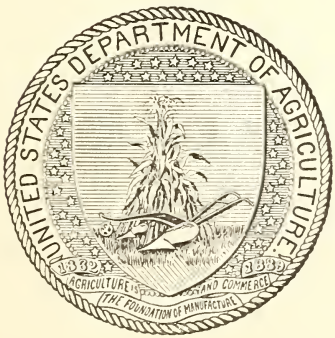

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1904.

LETTER OF TRANSMITTAL.

U. S. Department of Agriculture,
Bureau of Statistics,
Washington, D. C., July 12, 1904.

Sir: I have the honor to transmit herewith a report on the Methods and Routes for Exporting Farm Products, prepared by Mr. Edward G. Ward, jr., expert on transportation statistics, submitted from the Division of Foreign Markets, the publication of which, as Bulletin No. 29 of this Bureau, is respectfully recommended.

Respectfully,

John Hyde,
Statistician and Chief of Bureau.

Hon. James Wilson,
Secretary of Agriculture.

PREFATORY NOTE.

The accompanying report on the Methods and Routes for Exporting Farm Products was prepared for this Division, after consultation with me, by Mr. Edward G. Ward, jr. Its chief purpose is to describe briefly some of the procedures in exporting farm products and, by means of lists of fast freight lines to Atlantic ports and foreign and domestic ports between which steamships regularly ply, to indicate the established routes over which shipments may be forwarded. While these lists are as nearly correct as a careful investigation can make them, it is well to note that they are constantly changing and should be revised from time to time as occasion demands.

Fast freight lines are employed only in connection with what is known as the Eastern route, and their seaboard terminals, therefore, lie wholly upon the Atlantic coast. This is largely due to the fact that such lines are only an advantage where through traffic has to pass over several railroads in reaching its destination. While it is true that merchandise destined to Gulf or Pacific ports does, in many instances, pass over more than one railroad, this movement is not complicated enough to warrant the formation of organizations similar to the fast freight lines of the East, and through traffic arrangements between connecting carriers seem to be all that is necessary to insure the rapid movement of such freight. In view of this fact it has not been considered necessary to present a list of railroads over which merchandise must be routed to reach the Gulf and Pacific ports with expedition.

The information contained herein will probably be of most value to prospective exporters.

GEORGE K. HOLMES,
Chief of Division of Foreign Markets.

CONTENTS.

	Page
Introduction	7
Principal agricultural exports	7
Routes to the seaboard	9
Fast freight lines	9
Billing instructions	10
Rates	10
Contracts and engagements	11
Bills of lading	11
Way bills	12
Manifests	12
Collection of charges, etc	13
Miscellaneous	13
Fast freight-line agents	13
Through rates	13
C. I. F	13
Freight contracts	14
List of fast freight lines	14
American Refrigerator Transit Company	14
Asheville Line	15
Blue Line	15
Blue Ridge Dispatch	17
Canada Southern Line	17
Canadian Pacific Despatch	18
Central States Dispatch	19
Chicago, New York and Boston Refrigerator Company	21
Clyde Charleston Fast Freight Line	21
Commercial Express Line	21
Continental Line	22
Empire Line	23
Erie Despatch	23
Grand Trunk Despatch	24
Hoosac Tunnel Line	25
Interstate Despatch	26
Kanawha Dispatch	28
Lackawanna–Grand Trunk Line	28
Lackawanna Line	29
Lake Shore–Lehigh Valley route	31
Lehigh and Wabash Despatch	32
Merchants Despatch Transportation Company	33
Lehigh Valley Despatch	33
Milwaukee and Michigan Fast Freight Line	34
National Despatch–Great Eastern Line	34
National Despatch Refrigerator Line	35

List of fast freight lines—Continued. Page.
New York Despatch Refrigerator Line 35
Nickel Plate Line 36
North Shore Despatch 37
Ontario and Michigan Central Line 38
Ontario Despatch 39
Reading Despatch 40
Red Line 41
Rome, Watertown and Ogdensburg Line 42
Star Union Line 43
Traders Despatch 44
Virginia, Tennessee and Georgia Air Line 45
Wabash and Lackawanna Despatch 46
West Shore Line 47
White Line 48
Routes to Gulf and Pacific ports 49
Ocean transportation:
Classes of vessels 50
Ocean service 50
Rates 50
Facilities 51
Weights and measures 51
Foreign and domestic ports 51
Ports of Alaska and island possessions 62

METHODS AND ROUTES FOR EXPORTING FARM PRODUCTS.

INTRODUCTION.

Europe purchases by far the greater part of all agricultural products exported from this country, the sales in the markets of the United Kingdom alone representing approximately one-half of the value of all such exports. There are other countries, however, located in practically all parts of the civilized world, which draw upon the United States to a greater or less extent for certain products of the farm or the forest.

The total value of farm and forest products exported during the year ending June 30, 1903, amounted to $936,760,575. Thousands of railroad cars and hundreds of steam and sailing vessels were required to move the vast tonnage represented by these values. The United States, exclusive of Alaska, Hawaii, and Porto Rico, has 80 customs districts from which merchandise is exported—35 on the Atlantic coast, 10 on the Gulf of Mexico, 7 on the Pacific coast, 23 on the Canadian border and Great Lakes, and 5 on the Mexican border—and, during the course of a year, the ports of these districts are nearly all employed, at least to some extent, as a means of egress for our agricultural surplus. It should be understood, however, that a comparatively few of these ports handle the great bulk of this movement.

PRINCIPAL AGRICULTURAL EXPORTS.

Fully 80 per cent of the agricultural exports consists of cotton, grain and grain products, and meat and meat products, and in many instances these commodities are produced in localities from which they require a long railroad journey to reach a port of export.

The bulk of the cotton surplus moves through the South Atlantic and Gulf ports, although there is some movement through more northerly Atlantic ports, and important shipments from Pacific coast ports to Japan.

Grain moves more heavily through the Atlantic than through the Gulf ports. If, however, wheat exports alone are considered, it will be found that during the year ending June 30, 1904, the Gulf ports out-distanced all competitors, Galveston handling over 50 per cent and New Orleans more than 20 per cent of the wheat passing through the

ports of Boston, New York, Philadelphia, Baltimore, Newport News, Norfolk, New Orleans, and Galveston. But as wheat exports were very light in that year, amounting to only about one-third of the shipments of the previous year and but little more than one-tenth of those of 1902, it is highly improbable that the Gulf ports could maintain the relative importance thus acquired in the event of a large export movement, such as has occurred in past years. Nevertheless, the increase in grain exports through New Orleans and Galveston has, within recent years, been very rapid, whether viewed from a relative or an actual standpoint, and present conditions indicate that these cities will continue to occupy an important position in connection with the handling of the country's surplus grain. Galveston's increase in grain exports has been so remarkable as to attract attention of shippers from all parts of the country. Fourteen years ago this port had no standing whatever as an exporter of wheat. In fact, as late as 1897 the movement was very small, amounting only to about 3½ millions of bushels. Since then, however, shipments have increased so rapidly that the year ending June 30, 1904, witnessed a movement through Galveston of over 17 million bushels, placing her in the position of being the only port on the Atlantic or Gulf coast whose exports for the fiscal year 1904 exceeded those of the year previous.

Corn continues to move much more heavily through the Atlantic than through the Gulf ports, and it is due to this fact that the former still claim the advantage of being the heaviest exporters of cereals.

The situation governing the export movement of grain on the Pacific coast is entirely different from that which controls the movement through Atlantic and Gulf ports. To a great extent the surplus grain of each State naturally seeks an outlet through the port or ports of its own State, and, although there is some rivalry between ports with regard to certain restricted areas, competition, as it is understood in the East, does not exist. Wheat and barley are the principal grains shipped, and they are destined chiefly for European markets, the United Kingdom being by far the heaviest purchaser. Shipments of wheat, though of considerable commercial importance, are small as compared with those from the Atlantic coast, but with barley shipments it is different. California is the greatest barley-producing State in the Union, and, as her surplus crop is more than sufficient to meet foreign demands, San Francisco naturally becomes the gateway through which the bulk of the barley exports moves.

Meat and meat products are handled almost exclusively through the north and middle Atlantic ports, New York figuring most prominently in this connection. This is due to the fact that packing-house industries are, in the main, located in such localities as to make these ports more available, while the southern ports are as yet not so well equipped for handling this line of merchandise, particularly where artificial refrigeration is required.

ROUTES TO THE SEABOARD.

The greatest concentration of surplus agricultural production, with the exception of the surplus cotton crop, occurs in the North Central and northern part of the South Central States. There are two general routes leading from this region to the seaboard, one known as the eastern route, and terminating at such cities as Boston, New York, Philadelphia, and Baltimore; the other, known as the southern route, with outlets at Galveston, New Orleans, and other Gulf ports. The eastern route is far more convenient and accessible to exporters living in the northern part of this territory, while the same may be said of the southern route in connection with exporters living in the southern part. But there is a section between these two divisions from which merchandise is being shipped for export both east and south, and it is in this section that the transportation companies are constantly contending for supremacy.

The eastern route affords three ways by which merchandise can be transported from interior primary markets to the eastern seaboard—first, by all rail; second, by lake and rail, and third, by all water. Transportation is generally cheaper by lake and rail than by all rail, and still cheaper by all water. The all-water route, however, has within recent years become almost a negligible factor, while the other two routes are strong competitors, each procuring a large share of the east-bound movement. The southern route offers two methods of reaching the Gulf, one by the Mississippi River and its tributaries to New Orleans, and the other by all rail to the different Gulf ports. The river route has not, however, proved very successful, and the movement over it is unimportant as compared with the rail movement.

FAST FREIGHT LINES.

Merchandise shipped by the all-rail eastern route generally passes over several railroads before reaching its final destination, so that to simplify the methods of handling such through freight, as well as to insure its expedition, companies known as fast freight lines have been organized. These companies may or may not own rolling stock, but their main object is to facilitate the rapid transit of tonnage over various lines of road in accordance with contracts entered into with the latter and to generally supervise the through movement of all such freight, although to all intents and purposes the traffic is under the control of the line over whose rails it is traveling.

In the movement of export freight, these fast freight lines are extensively employed, as prompt delivery to the port of export is always essential. In many instances railroads having terminals at seaboard cities employ a foreign freight agent, whose duty it is to communicate the ocean rates at least once a week to interior line agents, and should changes in the rates occur during the week the line agents

are notified by telegram. Any one wishing to export merchandise from interior points can receive all necessary information as to rates, routes, bills of lading, etc., by applying to the local fast freight agent, who is generally represented by the freight or station agent of the railroad. Although there is a great deal of duplication of the various fast freight lines in some of the districts of the Western States, the problem works out smoothly, as an agent securing the routing of a shipment or a shipper requiring a certain delivery in the East, selects the fast freight line operating over the necessary terminal road, and the routing as shown in the waybills and memorandum bills accompanying the cars brings them to the destination desired.

BILLING INSTRUCTIONS.

Many of the fast freight lines issue guidebooks or books of billing instructions for the use of their agents, and although these instructions may vary somewhat in connection with different lines, owing to dissimilar local conditions, they are in the main very much alike. The following general rules for the government of agents and others in the transportation of export freight have been taken from the guidebook of a prominent fast freight line terminating at New York, and, in the main, may be said to apply to lines engaged in handling export traffic:

RATES.

(1) Agents must apply, by telegraph or letter, to the foreign freight agent, or the authorized representative of the steamship line, for ocean rates, also for refusals of room, by steam or sail. Agents applying for rates or room must state description of property, quantity, and time of shipment, all to be guaranteed by the shipper. Without these particulars it is impossible for Eastern agents to obtain intelligent quotations from steamship lines. Always state the number of gross tons of 2,240 pounds of flour or meal sacks, instead of the number of sacks or number of cars.

(2) If quoted rates can not be obtained from shippers, agents are requested to report the fact to foreign freight agent, advising, if possible, the best rates obtainable.

(3) Rates quoted by telegraph are for immediate use and acceptance, unless otherwise stated.

(4) Rates quoted for shipment within a specified time must not be construed as to mean for acceptance within that time.

(5) Rates quoted in American money include primage. When rates are quoted in sterling it must be understood that 5 per cent primage is to be added, except on grain per quarter, on which quotations are net without primage.

(6) Through rates entered on bills of lading must cover all transportation charges from point of shipment to destination, including transfer and elevation charges, if any, at the seaboard.

(7) Advanced or back charges should usually be included in the through rate on the bill of lading, but if this is impossible the nature of such charges must be stated upon the bill of lading to enable the agents at destination to collect of consignee.

(8) Refusals of freight room must be treated with the same care that engagements are. Refusals must not be given to shippers except upon positive authority from the foreign freight agent, who must be advised of the quantity and duration of any refusal given.

CONTRACTS AND ENGAGEMENTS.

(9) Every contract or engagement must be reported promptly by telegraph to the foreign freight agent, and, when so reported, the contract must be considered as positively binding upon the shippers, as the foreign freight agent will make it binding upon the ocean carrier, and any failure to deliver the merchandise at the proper time will involve the shipper in a claim for any loss the vessel may sustain in consequence of violation of contract. The name of the shipper must always be reported at the time contract is made.

(10) Contracts made with steamship agents in the West must be immediately reported to the foreign freight agent, giving full particulars and asking for contract number which must be inserted in the bill of lading and manifest covering the shipment. This is necessary for the records of the foreign freight agent and to enable him to handle such contracts intelligently.

(11) Contracts for bulk grain must not be closed except upon positive authority previously obtained from foreign freight agent. Contracts thus closed must conform in every particular to the authority given as to specific quantity, kind of grain, and date of shipment. No contract for any merchandise exceeding 100 tons must be accepted without specific authority from the foreign freight agent.

(12) When a contract is closed for a specific quantity of bulk grain, unless otherwise stated, it is understood to be of one grade or kind, and can be bulked in elevator and on board of ship.

(13) If no time of shipment is specified in telegram authorizing the contract or reporting the engagement, immediate shipment must be understood; that is to say, the merchandise must be shipped within ten days from the date of contract.

BILLS OF LADING.

(14) Bills of lading are of the same relative value as bankers' drafts or bills of exchange, and are usually issued in sets of two or three, as shippers may desire. On each bill of the set the number of bills issued and affirmed to must be written. Agents must also write one copy for the use of the ship, which must be an exact signed copy of the set, with the words "Ship's copy, not negotiable," written or stamped across the face; also one copy for use of foreign freight agent, which also should be an exact signed copy of the set,, with the words "Copy, not negotiable," written or stamped across its face. Never allow the words "original," "duplicate," or "triplicate" to appear upon any bill of lading. If shippers desire one or more copies of any bill of lading, agents can supply them not signed and each marked "Copy." The blanks furnished agents, known as special export bills of lading, are to be used only for merchandise known to be for export, where the shipper prefers to postpone engagements of ocean freight and not take a through bill of lading. They should be treated in every particular with the same care as through bills of lading.

(15) The property will be delivered at destination upon presentation of bill of lading properly indorsed, one of the set being accomplished, the other void.

(16) In issuing export bills of lading, the quantity of merchandise or number of packages, as the case may be, must be written in, as well as expressed in figures, on face of bill of lading. This is imperative, as steamship lines will refuse to accept unless ladings are so made out.

(17) The actual gross weight, as near as can be ascertained, should always be entered upon the bills of lading to enable the foreign freight agent to properly adjust the charges at port of export.

(18) Shipments of rough or dressed lumber, logs, timber staves, heading, shooks, and short pieces of lumber for export on export bills of lading or upon local bills of lading to the port, shall be weighed at seaboard, and the inland charges will be based

on the weights so ascertained. The weights should be omitted from such export bills of lading.

(19) All through export bills of lading on lumber, logs, shooks, etc., should be stamped as follows: "All shipments of logs and lumber are to be weighed at the American seaboard, and through freights will be paid on the weight so ascertained, inland freight to be subject to minimum charge so ascertained, as per official classification."

(20) There is no advantage for shippers to have inserted in the bills of lading any other than the actual gross weight, as freight charges are invariably collected on actual weight at port of destination, at the rate appearing upon bill of lading, without regard to what weights may be entered thereon.

(21) Weight should always be noted on bills of lading as "said to weigh." On bills of lading for bulk grain, after the number of bushels, make the notation "more or less" and omit the words "said to weigh."

(22) As soon as through or special or export bill of lading is issued, send to the foreign freight agent the following copies: The ship's copy, a manuscript copy marked distinctly "foreign freight agent's copy," and one clear impression copy, to be taken from the original bill of lading after signature. This latter copy is for the use of the European agent at port of destination. The foreign freight agent's copy must be written in copying ink, so that he can take additional copies if desired. For freight exported via New York, abstracts and Form 73 should be sent promptly to the foreign freight agent.

(23) Copies of bills of lading must not be held for the purpose of sending with them the manifests, which should follow the bill of lading as soon thereafter as possible.

(24) Agents signing bills of lading for more than one rail route should note on the foreign freight agent's copy the route by which property will be forwarded.

WAYBILLS.

(25) All property for export must be waybilled to the care of the foreign freight agent at the port through which it is consigned.

(26) On all waybills note the words "For export." The foreign freight agent will take care of the property, and see that it is correctly forwarded.

(27) Agents should be particular to see that weights on waybills agree with the weights on bill of lading, and in no case to include parts of different lots in one entry on the waybill.

MANIFESTS.

(28) Manifests of merchandise on through or special export bills of lading must be sent to the foreign freight agent at the earliest possible moment after the property is waybilled. Proper blanks are furnished agents for this purpose.

(29) Should any part of the lot be delayed in forwarding, the manifest for that gone forward must be sent on immediately, as it is of the utmost importance that it be in the possession of the foreign freight agent several hours previous to the arrival of the cars, so that a proper distribution of the freight can be made at port of export. Delays in this particular not only cause serious inconvenience, but very often cause property to miss a steamer.

(30) When property is to be transferred—as, for instance, cotton from Memphis, via rail, transferred at Louisville or by river, transferred at Cairo—a duplicate manifest must be sent to the agent at the transfer point, who will note thereon the numbers of cars transferred to date, and all other information to identify the property, and when completed will forward the same to the foreign freight agent.

COLLECTION OF CHARGES, ETC.

(31) On all freight not perishable taken for steamship lines, charges are collected at port of destination, steamship company advancing the inland charges. Agents must not issue bill of lading for property not worth the charges which will be due at destination. In all such cases inland and ocean charges must be prepaid. This refers to certain qualities of logs, lumber, etc.

(32) Charges on perishable property should be prepaid to destination.

(33) On freight via sailing vessels, inland freight and charges to the seaboard must be prepaid (or a certain per cent will be charged for collection), as sailing vessels will not pay or advance the inland charges.

(34) When charges are prepaid, agents must note same on the bill of lading, collect, and see that the property is correctly waybilled as prepaid.

MISCELLANEOUS.

(35) It is of the utmost importance that there should be no delay in forwarding property, but if there is a delay through unavoidable causes, the foreign freight agent should be promptly notified of the cause and probable extent of such delay.

(36) When freight is forwarded via sailing vessel, a ship's bill of lading, signed by the captain, will be issued, and the property will only be delivered by ship on presentation of the ship's bill of lading.

(37) Unless otherwise stated at the time contract is closed, agents must see that all property is forwarded within ten days from date of contract. This rule must not in any way interfere with the present arrangements of the several railways, which require all property contracted to be billed out before a change of inland rate is made, notice of which is given ten days in advance.

Rate of exchange on freight, when prepaid, will be at $4.86 per pound sterling.

FAST FREIGHT-LINE AGENTS.

The fast freight-line agent is thoroughly familiar with all details connected with the export of merchandise from interior points to foreign markets. It is to such an agent that a person intending to engage in the export trade should write, asking him to forward, as they are received, notifications of changes in through export freight rates. Such a request should be sent to the agents of several different lines.

THROUGH RATES.

The rates submitted by these line agents will always be through rates from the place at which the fast freight line takes care of the freight to its foreign destination. The shipper has therefore nothing to do with the ocean rate, as it is of course included in the through rate quoted by the agent. In the event of a shipper living at an interior point, from which a local haul has to be made to the place at which the merchandise is consigned to the fast freight line, the local rate covering such haul, combined with the through rate given by the agent, will be the rate to destination.

C. I. F.

Most foreign sales, especially those relating to the principal agricultural exports, are made on what are known as "c. i. f. terms."

These letters, which stand for cost, insurance, and freight, indicate that the only deductions which are to be made from the invoice are the freight charges and the commission agreed upon. This commission, which varies, but in many cases is as high as 2 per cent on the gross amount of the invoice, is a general commission allowed on all c. i. f. business, except in the case where "net c. i. f." terms are quoted, and in such an instance a foreign buyer prefers to receive quotations net instead of with the commission included. In determining, therefore, the price at which an exporter wishes to place his goods upon a foreign market, the following elements are to be considered: The selling price of the merchandise at the place of production or manufacture, the through freight charges to foreign destination, and the commission. These elements combined will give a shipper a price at which he can afford to export his goods.

FREIGHT CONTRACTS.

Freight is generally contracted for as soon after a sale is made as possible. The foreign freight rates are generally quoted subject to confirmation, and as ocean rates are frequently changing no rate should be used as final until confirmed by the line agent. As soon as a sale is made abroad the fast freight-line agent is usually at once informed as to the acceptance of the rate, and he is also given information regarding the quantity, time of shipment, and destination of the freight. On receipt of this information the agent at once engages the ocean transportation, and notifies the shipper promptly upon receiving confirmation from the port.

LIST OF FAST FREIGHT LINES.

The following list of fast freight lines handle merchandise for delivery in foreign countries as well as the United States. Those which transport domestic merchandise only have not been included in this list. It will be noted that in many instances these fast freight lines operate over a great number of railroads, but it should be understood that in many cases the line operates only over a certain section of the road named. A list of eastern seaboard terminals will be found at the head of each list.

AMERICAN REFRIGERATOR TRANSIT COMPANY.

Eastern seaboard terminals: Boston, New York, Philadelphia, Baltimore.

Railroads over which the American Refrigerator Transit Company operates.

Ann Arbor.
Boston and Maine.
Baltimore and Ohio.
Baltimore and Ohio Southwestern.
Canadian Pacific.
Central of New Jersey.
Chicago, Cincinnati and Louisville.
Cincinnati, Hamilton and Dayton.
Colorado and Southern.
Delaware, Lackawanna and Western.

Railroads over which the American Refrigerator Transit Company operates—Continued.

Denver and Rio Grande.
Erie.
Fall Brook.
Galveston, Houston and Henderson.
International and Great Northern.
Indiana, Decatur Western.
Lake Shore and Michigan Southern.
Lehigh Valley.
Macon and Birmingham.
Missouri Pacific.
Pere Marquette.
Philadelphia and Reading.
Rio Grande Western.
Rome, Watertown and Ogdensburg.
St. Louis, Iron Mountain and Southern.
St. Louis Southwestern.
Terre Haute and Indianapolis.
Texas and Pacific
Wabash.

ASHEVILLE LINE.

Eastern seaboard terminals: Boston, Providence, New York, Philadelphia, Baltimore, Norfolk.

Railroads and boat lines over which the Asheville Line operates.

Atchison, Topeka and Santa Fe.
Atlantic Coast Line.
Baltimore and Ohio Southwestern.
Chesapeake Steamship Co.
Chicago and Alton.
Chicago and Northwestern.
Chicago, Burlington and Quincy.
Chicago Great Western.
Chicago, Indianapolis and Louisville.
Chicago, Milwaukee and St. Paul.
Chicago, Rock Island and Pacific.
Cincinnati, New Orleans and Texas Pacific.
Clyde Line.
Farmville and Powhatan.
Illinois Central.
Iowa Central.
Merchants and Miners Transportation Co.
Norfolk and Western.
Old Dominion Steamship Line.
Pennsylvania.
Pittsburg, Cincinnati, Chicago and St. Louis.
Potomac, Fredericksburg and Piedmont.
Southern.
Toledo, Peoria and Western.
Washington Southern.
Wisconsin Central.

BLUE LINE.

Eastern seaboard terminals: Boston, New York, Philadelphia.

Railroads and boat lines over which the Blue Line operates.

Ann Arbor.
Arcadia and Betsey River.
Atchison, Topeka and Santa Fe.
Atlantic City.
Baltimore and Ohio Southwestern.
Bangor and Portland.
Barry Transportation Co.
Boston and Albany.
Boston and Maine.
Boyne City and Southeastern.
Bridgton and Saco River.
Cammal and Black Forest.
Canadian Pacific.
Central New England.
Central of New Jersey.
Central of Pennsylvania.
Charleston, Clendennin and Sutton.
Chatham and Lebanon Valley.
Chesapeake and Ohio.
Chicago and Alton.
Chicago and Eastern Illinois.
Chicago and Northwestern.
Chicago, Burlington and Quincy.
Chicago Great Western.
Chicago, Indianapolis and Louisville.
Chicago, Indiana and Eastern.
Chicago Junction.
Chicago, Kalamazoo and Saginaw.
Chicago, Milwaukee and St. Paul.
Chicago, Peoria and St. Louis.

Railroads and boat lines over which the Blue Line operates—Continued.

Chicago, Rock Island and Pacific.
Cincinnati, Hamilton and Dayton.
Cincinnati Northern.
Cleveland, Cincinnati, Chicago and St. Louis.
Columbus, Sandusky and Hocking.
Dayton and Union.
Delaware and Hudson.
Detroit and Lima Northern.
Detroit and Mackinac.
Elgin, Joliet and Eastern.
Evansville and Terre Haute.
Findlay, Fort Wayne and Western.
Fonda, Johnstown and Gloversville.
Grafton and Upton.
Goodrich Transportation Co.
Graham and Morton Transportation Co.
Grand Rapids and Indiana.
Hocking Valley.
Illinois Central.
Illinois Southern.
Indiana, Illinois and Iowa.
Indianapolis, Decatur and Western.
Iowa Central.
Jacksonville and St. Louis.
Lake Erie and Detroit River.
Lake Michigan Car Ferry Transportation Co.
Lehigh and Hudson River.
Lehigh and New England.
Little Falls and Dolgeville.
Long Island.
Louisville and Nashville.
Louisville, Evansville and St. Louis.
Louisville, Henderson and St. Louis.
Ludington and Lake Michigan Transportation Co.
Maine Central.
Manistee and Grand Rapids.
Manistee and Northeastern.
Michigan Central.
Middletown and Cincinnati.
Milwaukee, Benton Harbor and Columbus.
Mobile and Ohio.
Moshassuck Valley.
Narragansett Pier.
Newburgh, Dutchess and Connecticut.
New York Central and Hudson River.
New York and Long Branch.
New York and Ottawa.
New York, New Haven and Hartford.
New York, Ontario and Western.
Niagara, St. Catharines and Toronto.
Norfolk and Western.
Northern Ohio.
Ogdensburg and Lake Champlain.
Ohio Central Lines.
Ohio Southern.
Pere Marquette.
Philadelphia and Reading.
Pittsburgh, Cincinnati, Chicago and St. Louis.
Pittsburg, Johnstown, Ebensburg and Eastern.
Pontiac, Oxford and Northern.
Port Jervis, Monticello and New York.
Poughkeepsie and Eastern.
Quincy, Carrollton and St. Louis.
Raritan River.
Raquette Lake.
Rockaway Valley.
Rock Island and Peoria.
Rome, Watertown and Ogdensburg.
Rutland.
Saginaw, Tuscola and Huron.
Saranac and Lake Placid.
Skaneateles.
Staten Island.
St. Johnsbury and Lake Champlain.
St. Joseph, South Bend and Southern.
Somerset.
Southern.
South Haven and Eastern.
Terre Haute and Indianapolis.
Toledo, Peoria and Western.
Toledo, St. Louis and Western.
Toronto, Hamilton and Buffalo.
Tuckerton.
Vandalia Line.
Wabash.
Wabash, Chester and Western.
Washington County.
Wheeling and Lake Erie.
Williams Valley.
Williamsport and North Branch.
Wisconsin Central.

BLUE RIDGE DISPATCH.

Eastern seaboard terminals: Boston, New York, Philadelphia, Baltimore.

Railroads over which the Blue Ridge Dispatch operates.

Atchison, Topeka and Santa Fe.
Bangor and Portland.
Burlington, Cedar Rapids and Northern.
Central of New Jersey.
Chesapeake and Ohio.
Chicago and Eastern Illinois.
Chicago, Burlington and Quincy.
Chicago, Rock Island and Pacific.
Chicago, Milwaukee and St. Paul.
Chicago and Northwestern.
Chicago Great Western.
Chicago and Alton.
Central New England.
Cincinnati, New Orleans and Texas Pacific.
Cincinnati, Hamilton and Dayton.
Cleveland, Cincinnati, Chicago and St. Louis.
Delaware and Hudson.
Evansville and Indianapolis.
Easton and Northern.
Evansville and Terre Haute.
Erie and Wyoming Valley.
Frankfort and Cincinnati.
Hillsboro.
Iowa Central.
Illinois Central.
Illinois Southern.
Jacksonville and St. Louis.
Lehigh and Hudson River.
Louisville and Nashville.
Lehigh and New England.
Louisville, Henderson and St. Louis.
Long Island.
Mobile and Ohio.
Norfolk and Western.
New York and Long Branch.
New York, Ontario and Western.
Ohio Central Lines.
Philadelphia and Reading.
Rock Island and Peoria.
Raritan River.
Southern.
St. Louis, Keokuk and Northwestern.
St. Louis, Peoria and Northern.
South Jersey.
Williamsport and North Branch.
Wabash, Chester and Western.
Western Maryland.
Williams Valley.
Yazoo and Mississippi Valley.

CANADA SOUTHERN LINE.

Eastern seaboard terminals: Boston, New York, Philadelphia, Baltimore.

Railroads and boat lines over which the Canada Southern Line operates.

Ann Arbor.
Arcadia and Betsey River.
Atchison, Topeka and Santa Fe.
Atlantic City.
Baltimore and Ohio Southwestern.
Bangor and Portland.
Barry Transportation Co.
Boston and Albany.
Boston and Maine.
Boyne City and Southeastern.
Bridgton and Saco River.
Canadian Pacific.
Central New England.
Charleston, Clendennin and Sutton.
Chatham and Lebanon Valley.
Chesapeake and Ohio.
Chicago and Alton.
Chicago and Eastern Illinois.
Chicago and Northwestern.
Chicago, Burlington and Quincy.
Chicago Great Western.
Chicago, Indianapolis and Louisville.
Chicago, Indiana and Eastern.
Chicago Junction.
Chicago, Kalamazoo and Saginaw.
Chicago, Milwaukee and St. Paul.
Chicago, Peoria and St. Louis.
Chicago, Rock Island and Pacific.
Cincinnati, Hamilton and Dayton.
Cincinnati Northern.
Cleveland, Cincinnati, Chicago and St. Louis.
Columbus, Sandusky and Hocking.
Cornwall and Lebanon.

Railroads and boat lines over which the Canada Southern Line operates—Continued.

Cumberland Valley.
Dayton and Union.
Delaware and Hudson.
Detroit and Lima Northern.
Detroit and Mackinac.
Elgin, Joliet and Eastern.
Evansville and Terre Haute.
Findlay, Fort Wayne and Western.
Fonda, Johnstown and Gloversville.
Grafton and Upton.
Goodrich Transportation Co.
Graham and Morton Transportation Co.
Grand Rapids and Indiana.
Hocking Valley.
Illinois Central.
Illinois Southern
Indiana, Illinois and Iowa.
Indianapolis, Decatur and Western.
Iowa Central.
Jacksonville and St. Louis.
Lake Erie and Detroit River.
Lake Michigan Car Ferry Transportation Co.
Lehigh and New England.
Little Falls and Dolgeville.
Long Island.
Louisville and Nashville.
Louisville, Evansville and St. Louis.
Louisville, Henderson and St. Louis.
Ludington and Lake Michigan Transportation Co.
Maine Central.
Manistee and Grand Rapids.
Manistee and Northeastern.
Michigan Central.
Middletown and Cincinnati.
Milwaukee, Benton Harbor and Columbus.
Mobile and Ohio.
Moshassuck Valley.
Narragansett Pier.
Newburgh, Dutchess and Connecticut.
New York Central and Hudson River.
New York and Ottawa.
New York, New Haven and Hartford.
New York, Ontario and Western.
Niagara, St. Catharines and Toronto.
Norfolk and Western.
Northern Central.
Northern Ohio.
Ogdensburg and Lake Champlain.
Ohio Central Lines.
Ohio Southern.
Pennsylvania.
Pere Marquette.
Philadelphia, Baltimore and Washington.
Pittsburgh, Cincinnati, Chicago and St. Louis.
Pontiac, Oxford and Northern.
Port Jervis, Monticello and New York.
Poughkeepsie and Eastern.
Quincy, Carrollton and St. Louis.
Raquette Lake.
Rock Island and Peoria.
Rome, Watertown and Ogdensburg.
Rutland.
Saginaw, Tuscola and Huron.
Saranac and Lake Placid.
Skaneateles.
Staten Island.
St. Johnsbury and Lake Champlain.
St. Joseph, South Bend and Southern.
Somerset.
Southern.
South Haven and Eastern.
Terre Haute and Indianapolis.
Toledo, Peoria and Western.
Toledo, St. Louis and Western.
Toronto, Hamilton and Buffalo.
Vandalia Line.
Wabash.
Wabash, Chester and Western.
Washington County.
Wheeling and Lake Erie.
Wisconsin Central.
York Southern.

CANADIAN PACIFIC DESPATCH.

Eastern seaboard terminal: Boston.

Railroads and boat lines over which the Canadian Pacific Despatch operates.

Ann Arbor Railroad and Steamship Lines.
Arcadia and Betsey River.
Atchinson, Topeka and Santa Fe.
Baltimore and Ohio Southwestern.
Boston and Maine.
Canadian Pacific.
Chicago and Alton.

Railroads and boat lines over which the Canadian Pacific Despatch operates—Continued.

Chicago and Northwestern.
Chicago, Burlington and Quincy.
Chicago Great Western.
Chicago, Indiana and Eastern.
Chicago, Kalamazoo and Saginaw.
Chicago, Lake Shore and Eastern.
Chicago, Milwaukee and St. Paul.
Chicago, Peoria and St. Louis.
Chicago, Rock Island and Pacific.
Cincinnati, Hamilton and Dayton.
Cincinnati Northern.
Cincinnati, Richmond and Muncie.
Cleveland, Cincinnati, Chicago and St. Louis.
Columbus, Sandusky and Hocking.
Dayton and Union.
Detroit and Cleveland Navigation Co.
Detroit and Mackinac.
Detroit Southern.
Detroit, Toledo and Milwaukee.
Elgin, Joliet and Eastern.
Findlay, Fort Wayne and Western.
Fort Wayne, Cincinnati and Louisville.
Graham and Morton Transportation Co.
Grand Rapids and Indiana.
Hocking Valley.
Illinois Central.
Illinois Southern.
Illinois Terminal.
Indiana, Illinois and Iowa.
Iowa Central.
Jacksonville and St. Louis.
Lake Erie and Western.
Louisville and Nashville.
Maine Central.
Manistee and Grand Rapids.
Manistee and Northeastern.
Middletown and Cincinnati.
Milwaukee, Benton Harbor and Columbus.
Minneapolis, St. Paul and Sault Ste. Marie.
Montpelier and Wells River.
Norfolk and Western.
Northern Ohio.
Ohio Central Lines.
Pere Marquette Railroad and Steamship Lines.
Portland and Rumford Falls.
Queen and Crescent Route.
Saginaw, Tuscola and Huron.
St. Johnsbury and Lake Champlain.
South Haven and Eastern.
Toledo, Peoria and Western.
Toledo, St. Louis and Western.
Vandalia Line.
Wabash, Chester and Western.
Wabash.
Wheeling and Lake Erie.
Wisconsin Central.

CENTRAL STATES DISPATCH.

Eastern seaboard terminals: Boston, New York, Philadelphia, Baltimore.

Railroads and boat lines over which the Central States Dispatch operates.

Ann Arbor.
Arcadia and Betsey River.
Atchison, Topeka and Santa Fe.
Annapolis, Washington and Baltimore.
Baltimore and Annapolis Short Line.
Bangor and Portland.
Baltimore, Chesapeake and Atlantic.
Baltimore and Ohio.
Baltimore and Ohio Southwestern.
Belington and Beaver Creek.
Boston and Maine.
Boyne City and Southeastern.
Bridgeport and Widemire.
Buffalo, Rochester and Pittsburg.
Cairo and Kanawha Valley.
Central New England.
Central of New Jersey.
Charleston, Clendennin and Sutton.
Chicago Terminal Transfer.
Cincinnati, Hamilton and Dayton.
Chesapeake Beach.
Chicago, Indiana and Eastern.
Chicago Junction.
Chicago, Indianapolis and Louisville.
Chicago, Peoria and Western.
Chicago, Lake Shore and Eastern.
Cleveland, Akron and Columbus.
Cleveland, Cincinnati, Chicago and St. Louis.
Cleveland Terminal and Valley.
Clyde Line.
Chicago and Alton.
Chicago, Burlington and Quincy.
Chicago and Eastern Illinois.

Railroads and boat lines over which the Central States Dispatch operates—Continued.

Chicago Great Western.
Chicago, Milwaukee and St. Paul.
Chicago and Northwestern.
Chicago, Peoria and St. Louis of Illinois.
Cincinnati, Portsmouth and Virginia.
Chesapeake and Western.
Chicago, Rock Island and Pacific.
Cincinnati Northern.
Cincinnati, New Orleans and Texas Pacific.
Cincinnati and Muskingum Valley.
Cleveland, Lorain and Wheeling.
Columbus, Sandusky and Hocking.
Cumberland and Pennsylvania.
Dayton, Lebanon and Cincinnati.
Dayton and Union.
Davenport, Rock Island and Northwestern.
Detroit and Cleveland Navigation Co.
Detroit and Lima Northern.
Dry Fork.
Delaware and Hudson.
Delaware, Susquehanna and Schuylkill.
Erie.
Elgin, Joliet and Eastern.
Empire and Maxwell Run.
Evansville and Indianapolis.
Evansville and Terre Haute.
Grand Rapids and Indiana.
Hocking Valley.
Hillsboro Railroad.
Illinois Central.
Indiana, Decatur and Western.
Illinois River Packet Co.
Illinois Transportation Co.
Illinois Southern.
Iowa Central.
Jacksonville and St. Louis.
Lake Erie and Western.
Lehigh and Hudson River.
Lehigh Valley.
Lehigh and New England.
Little Kanawha.
Little Anderson.
Long Island.
Louisville, Henderson and St. Louis.
Louisville and Nashville.
Marietta, Columbus and Cleveland.
Manistee and Grand Rapids.
Milwaukee, Benton Harbor and Columbus.
Mallory Steamship Lines.
Muscatine North and South.
Merchants and Miners Transportation Co.
Middletown and Cincinnati.
Mount Jewett, Kinzua and Riterville.
Mobile and Ohio.
New York, Ontario and Western.
New York, New Haven and Hartford.
Norfolk and Western (Scioto Valley Division).
North Fork and Toby.
Ohio and Little Kanawha.
Ohio River and Lake Erie.
Ohio Valley and Junction.
Ohio Central Lines.
Ohio River.
Ohio Southern.
Pennsylvania (Marietta Division).
Pere Marquette.
Pennsboro and Harrisville.
Philadelphia and Reading.
Pittsburgh and Lake Erie.
Pittsburgh and Western.
Pittsburg, Shawmut and Northern.
Roaring Creek and Belington.
Roaring Creek and Charleston.
Rockaway Valley.
Raritan River.
Reynoldsville and Falls Creek.
Rock Island and Peoria.
Sandyville and Waynesburg.
St. Joseph, South Bend and Southern.
Southern Indiana.
Southern.
Silver Lake.
South Branch.
Spring Lake Packet Co.
Staten Island Rapid Transit Co.
Tuckerton.
Toledo, St. Louis and Western
Valley of Virginia.
Vandalia Line.
Washington Run.
Weems Line.
Williams Valley.
Wabash.
Wabash, Chester and Western.
Waynesburg and Washington.
West Virginia Central and Pittsburg.
West Virginia Northern.
Western Maryland.
Wheeling and Lake Erie.
Williamsport and North Branch.
Wilmington and Northern.
Wisconsin Central.

CHICAGO, NEW YORK, AND BOSTON REFRIGERATOR COMPANY.

Eastern seaboard terminals: Portland, Boston, New York.

(Operating over the same railroads as those found in the list under the New York Despatch Refrigerator Line.)

CLYDE CHARLESTON FAST FREIGHT LINE.

Eastern seaboard terminals: Boston, New York.

Railroads and boat lines over which the Clyde Charleston fast freight line operates.

Atlanta and West Point.
Clyde's New York, Charleston and Florida Lines.
Clyde's New England and Southern Lines.
Georgia.
Nashville, Chattanooga and St. Louis.
Southern (Charleston Division).
Western and Atlantic.
Western of Alabama.

COMMERCIAL EXPRESS LINE.

Eastern seaboard terminals: Portland, Boston, New York, Philadelphia.

Railroads and boat lines over which the Commercial Express Line operates.

Adirondack.
Ann Arbor.
Arcadia and Betsey River.
Atchison, Topeka and Santa Fe.
Bangor and Portland.
Bath and Hammondsport.
Beech Creek.
Boston and Maine.
Buffalo, Attica and Arcade.
Buffalo and Susquehanna.
Cammal and Black Forest.
Central New England.
Central of New Jersey.
Central of Pennsylvania.
Central Vermont.
Chicago and Alton.
Chicago, Burlington and Northern.
Chicago, Burlington and Quincy.
Chicago and Eastern Illinois.
Chicago Great Western.
Chicago, Indianapolis and Louisville.
Chicago, Kalamazoo and Saginaw.
Chicago, Milwaukee and St. Paul.
Chicago and Northwestern.
Chicago, Rock Island and Pacific.
Cincinnati, Hamilton and Dayton.
Cincinnati Northern.
Cooperstown and Charlotte Valley.
Dansville and Mt. Morris.
Delaware and Hudson.
Detroit and Mackinac.
Elgin, Joliet and Eastern.
Erie.
Evansville and Terre Haute.
Fall Brook.
Goodrich Transportation Co.
Grafton and Upton.
Grand Rapids and Indiana.
Grand Trunk.
Illinois Central.
Indiana, Illinois and Iowa.
Iowa Central.
Lehigh and Hudson River.
Lehigh and New England.
Long Island.
Manistee and Grand Rapids.
Manistee and Northeastern.
Middleburgh and Schoharie.
Milwaukee, Benton Harbor and Columbus.
Newburgh, Dutchess and Connecticut.
New York Central and Hudson River.
New York, New Haven and Hartford.
New York, Ontario and Western.
New York and Pennsylvania.
New York, Susquehanna and Western.
Northern of New Jersey.
Pere Marquette.
Philadelphia and Reading.
Pittsburg, Johnstown, Ebensburg and Eastern.
Pittsburg, Shawmut and Northern.
Pontiac, Oxford and Northern.
Port Jervis, Monticello and New York.
Raritan River.
Rice Brook.

Railroads and boat lines over which the Commercial Express Line operates—Continued.

Rockaway Valley.
Saginaw, Tuscola and Huron.
Silver Lake.
South Jersey.
South Manchester.
Staten Island Rapid Transit Co.
Tuckerton.
Williams Valley.
Williamsport and North Branch.
Wisconsin Central.

CONTINENTAL LINE.

Eastern seaboard terminals: Boston, New York, Philadelphia, Baltimore.

Railroads and boat lines over which the Continental Line operates.

Atchison Topeka and Santa Fe.
Annapolis, Washington and Baltimore.
Baltimore and Annapolis Short Line.
Baltimore and Ohio Southwestern.
Baltimore and Ohio.
Baltimore Steam Packet Company.
Baltimore, Chesapeake and Atlantic.
Belington and Beaver Creek.
Bridgeport and Widemire.
Bridgeport Steamboat Co.
Buffalo, Rochester and Pittsburg.
Cairo and Kanawha Valley.
Charleston, Clendennin and Sutton.
Chesapeake Steamship Co.
Chesapeake and Ohio.
Chesapeake Beach.
Chicago and Alton.
Chicago Junction.
Chicago, Indianapolis and Louisville.
Clyde Line.
Chicago, Burlington and Quincy.
Chicago and Eastern Illinois.
Chicago, Milwaukee and St. Paul.
Chicago, Peoria and St. Louis of Illinois.
Chesapeake Western.
Chicago, Rock Island and Pacific.
Cincinnati, Hamilton and Dayton.
Cincinnati Northern.
Cincinnati, New Orleans and Texas Pacific.
Cincinnati, Indianapolis and Western.
Coal and Iron.
Cumberland and Pennsylvania.
Dayton, Lebanon and Cincinnati.
Dayton and Union.
Delaware River Navigation Co.
Detroit Southern.
Dry Fork.
Elgin, Joliet and Eastern.
Empire and Maxwell Run.
Evansville and Indianapolis.
Evansville and Terre Haute.
Fort Wayne, Cincinnati and Louisville.
Hartford and New York Transportation Co.
Hocking Valley.
Holly River and Addison.
Illinois Central.
Illinois Terminal.
Indiana, Illinois and Iowa.
Illinois Southern.
Iowa Central.
Jacksonville and St. Louis.
Little Anderson.
Long Island.
Louisville, Henderson and St. Louis.
Lonisville and Nashville.
Mallory Steamship Lines.
Muscatine North and South.
Merchants and Miners Transportation Co.
Middletown and Cincinnati.
Mount Jewett, Kinzua and Riterville.
Mobile and Ohio.
Monongahela.
New Haven Steamboat Line.
New York and Norwalk Steamboat Co.
Newport News and Old Point Electric.
Norfolk and Western (Scioto Valley and Cincinnati Division).
North Fork and Toby.
Norwich and New York Propeller Co.
Ohio Central Lines.
Old Dominion Steamship Co.
Pawnee.
Pennsboro and Harrisville.
Philadelphia and Reading (W. and N. Branch).
Philadelphia, Rancocas and Mount Holly Transportation Co.
Pittsburgh and Lake Erie.
Pittsburg, Shawmut and Northern.
Potomac, Fredericksburg and Piedmont.
Quincy, Carrollton and St. Louis.
Roaring Creek and Belington.

Railroads and boat lines over which the Continental Line operates—Continued.

Roaring Creek and Charleston.
Reynoldsville and Falls Creek.
Rural Valley.
Southern Indiana.
Southern.
Silver Lake.
Starins New Haven Line.
Staten Island Rapid Transit Co.
Valley of Virginia.
Vandalia Line.
Washington Run.
Waynesburg and Washington.
Weems Line.
Wabash, Chester and Western.
West Virginia Central and Pittsburg.
West Virginia Northern.
Wilmington Steamboat Company.
Wisconsin Central.

EMPIRE LINE.

Eastern seaboard terminals: New York, Philadelphia, Baltimore, Norfolk.

Railroads over which the Empire Line operates.

Atchison, Topeka and Santa Fe.
Central of New Jersey.
Chicago, Burlington and Quincy.
Chicago Great Western.
Chicago, Milwaukee and St. Paul.
Chicago, Peoria and St. Louis of Illinois.
Chicago, Rock Island and Pacific.
Chicago and Alton.
Chicago and Eastern Illinois.
Chicago and Northwestern.
Cincinnati, Hamilton and Dayton.
Cincinnati, Indianapolis and Louisville.
Cleveland, Cincinnati, Chicago and St. Louis.
Cumberland Valley.
Detroit and Cleveland Navigation Co.
Detroit and Mackinac.
Elgin, Joilet and Eastern.
Evansville and Terre Haute.
Fort Wayne, Cincinnati and Louisville.
Grand Rapids and Indiana.
Illinois Central.
Indiana, Illinois and Iowa.
Iowa Central.
Lake Erie and Western.
Lake Shore and Michigan Southern.
Louisville and Nashville.
New York, Philadelphia and Norfolk.
Northern Central.
Pennsylvania.
Pere Marquette.
Philadelphia, Baltimore and Washington.
Philadelphia and Reading.
Terre Haute and Indianapolis.
Toledo, Peoria and Western.
West Jersey and Seashore.
Wabash.

ERIE DESPATCH.

Eastern seaboard terminals: Boston, New York, Philadelphia.

Railroads and boat lines over which the Erie Despatch operates.

Ann Arbor.
Arcadia and Betsey River.
Atchison, Topeka and Santa Fe.
Baltimore and Ohio.
Baltimore and Ohio Southwestern.
Barry Transportation Co.
Bessemer and Lake Erie.
Boston and Maine.
Boyne City and Southeastern.
Central of New Jersey.
Charleston, Clendennin and Sutton.
Chesapeake and Ohio.
Chicago and Alton.
Chicago, Burlington and Northern.
Chicago, Burlington and Quincy.
Chicago and Eastern Illinois.
Chicago Great Western.
Chicago, Indiana and Eastern.
Chicago, Indianapolis and Louisville.
Chicago Junction.
Chicago, Lake Shore and Eastern.
Chicago, Kalamazoo and Saginaw.
Chicago, Milwaukee and St. Paul.
Chicago and Northwestern.
Chicago, Peoria and St. Louis.
Chicago, Peoria and Western.

Railroads and boat lines over which the Erie Despatch operates—Continued.

Chicago, Rock Island and Pacific.
Chicago and Southeastern.
Cincinnati, Hamilton and Dayton.
Cincinnati, Indianapolis and Western.
Cincinnati Northern.
Cincinnati, New Orleans and Texas Pacific.
Cincinnati and Muskingum Valley.
Cleveland, Akron and Columbus.
Cleveland, Cincinnati, Chicago and St. Louis.
Dayton and Union.
Delaware and Hudson.
Detroit Southern.
Detroit and Mackinac.
Elgin, Joliet and Eastern.
Erie.
Evansville and Terre Haute.
Findlay, Fort Wayne and Western.
Fort Wayne, Cincinnati and Louisville.
Goodrich Transportation Company.
Grand Rapids and Indiana.
Hocking Valley.
Illinois Central.
Illinois Southern.
Illinois Terminal.
Indiana, Illinois and Iowa.
Indianapolis and Vincennes.
Iowa Central.
Jacksonville and St. Louis.
Lake Erie and Western.
Lake Erie, Alliance and Wheeling.
Lehigh Valley.
Louisville and Nashville.
Louisville, Henderson and St. Louis.
Manistee and Grand Rapids.
Manistee and Northeastern.
Marietta, Columbus and Cleveland.
Michigan Central.
Middletown and Cincinnati.
Milwaukee, Benton Harbor and Columbus.
Mobile and Ohio.
Muscatine North and South.
Nashville, Chattanooga and St. Louis.
New York Central and Hudson River (Pennsylvania division).
New York, New Haven and Hartford.
Norfolk and Western.
Northern Ohio.
Ohio Central Lines.
Pennsylvania Co. (Toledo, Walhonding Valley and Ohio division).
Pennsylvania Co. (Marietta division).
Pere Marquette.
Philadelphia and Reading.
Pittsburgh and Lake Erie.
Pittsburgh, Cincinnati, Chicago and St. Louis.
Pittsburgh, Fort Wayne and Chicago.
Pittsburgh, Lisbon and Western.
Pontiac, Oxford and Northern.
Quincy, Carrollton and St. Louis.
Rock Island and Peoria.
Saginaw, Tuscola and Huron.
Southern (Louisville-St. Louis Line).
South Haven Line steamers.
Southern Indiana.
Toledo, St. Louis and Western.
Toledo, Peoria and Western.
Vandalia Line.
Wabash.
Wabash, Chester and Western.
Wheeling and Lake Erie.
Wisconsin Central.
Zanesville and Western.

GRAND TRUNK DESPATCH.

Eastern seaboard terminals: Boston, New York, Philadelphia.

Railroads and boat lines over which the Grand Trunk Despatch operates.

Ann Arbor.
Arcadia and Betsey River.
Atchison, Topeka and Santa Fe.
Baltimore and Ohio Southwestern.
Boston and Maine.
Bridgeton and Saco River.
Centralia and Chester.
Central New England.
Central of Pennsylvania.
Chatham and Lebanon Valley.
Chicago and Alton.
Chicago and Eastern Illinois.
Chicago and Northwestern.
Chicago, Burlington and Quincy.
Chicago Great Western.
Chicago, Indianapolis and Louisville.
Chicago Junction.
Chicago, Kalamazoo and Saginaw.
Chicago, Milwaukee and St. Paul.
Chicago, Peoria and St. Louis.

Railroads and boat lines over which the Grand Trunk Despatch operates—Continued.

Chicago, Rock Island and Pacific.
Chicago, St. Paul, Minneapolis and Omaha.
Cincinnati, Hamilton and Dayton.
Cincinnati, New Orleans and Texas Pacific.
Cincinnati, Saginaw and Mackinaw.
Cincinnati Northern.
Dayton and Union.
Detroit and Lima Northern.
Detroit and Mackinac.
Detroit, Grand Haven and Milwaukee.
Easton and Northern.
Elgin, Joliet and Eastern.
Evansville and Terre Haute.
Grand Trunk.
Grand Trunk Western.
Grafton and Upton.
Goodrich Transportation Co.
Graham and Morton Transportation Co.
Grand Rapids and Indiana.
Greenwich and Johnsonville.
Hoosac Tunnel and Wilmington.
Illinois Central.
Indiana, Illinois and Iowa.
Iowa Central.
Jacksonville and St. Louis.
Long Island.
Louisville and Nashville.
Lowell and Hastings.
Maine Central.
Manistee and Grand Rapids.
Michigan Air Line.
Middletown and Cincinnati.
Milwaukee, Benton Harbor and Columbus.
Mobile and Ohio.
Moshassuck Valley.
Muscatine North and South.
Newburgh, Dutchess and Connecticut.
New York Central and Hudson River (Pennsylvania division).
New York, New Haven and Hartford.
Pere Marquette.
Philadelphia and Reading.
Pittsburg, Johnstown, Ebensburg and Eastern.
Pittsburgh, Cincinnati, Chicago and St. Louis.
Pontiac, Oxford and Northern.
Port Huron and Duluth Steamship Line.
Rock Island and Peoria.
St. Joseph, South Bend and Southern.
Saginaw, Tuscola and Huron.
South Haven and Eastern.
South Jersey.
Staten Island Rapid Transit Co.
Terre Haute and Indianapolis.
Toledo and Ohio Central.
Toledo, Peoria and Western.
Toledo, Saginaw and Muskegon.
Toledo, St. Louis and Kansas City.
Ulster and Delaware.
Vandalia Line.
Wabash, Chester and Western.
Wallkill Valley.
West Shore.
Williams Valley.
Williamsport and North Branch.
Wilmington and Northern.
Wisconsin Central.

HOOSAC TUNNEL LINE.

Eastern seaboard terminals: Boston, New York, Philadelphia.

Railroads and boat lines over which the Hoosac Tunnel Line operates.

Ann Arbor.
Arcadia and Betsey River.
Atchison, Topeka and Santa Fe.
Baltimore and Ohio Southwestern.
Bangor and Portland.
Bennington and Rutland.
Boston and Maine.
Centralia and Chester.
Central New England.
Central of New Jersey.
Central of Pennsylvania.
Chatham and Lebanon Valley.
Chicago and Alton.
Chicago and Eastern Illinois.
Chicago and Northwestern.
Chicago, Burlington and Quincy.
Chicago Great Western.
Chicago, Indianapolis and Louisville.
Chicago Junction.
Chicago, Kalamazoo and Saginaw.

Railroads and boat lines over which the Hoosac Tunnel Line operates—Continued.

Chicago, Milwaukee and St. Paul.
Chicago, Peoria and St. Louis.
Chicago, Rock Island and Pacific.
Cincinnati, Hamilton and Dayton.
Cincinnati, New Orleans and Texas Pacific.
Cincinnati Northern.
Davenport, Rock Island and Northwestern.
Dayton and Union.
Delaware and Hudson.
Detroit and Lima Northern.
Easton and Northern.
Elgin, Joliet and Eastern.
Erie.
Evansville and Terre Haute.
Fitchburg.
Grafton and Upton.
Goodrich Transportation Co.
Graham and Morton Transportation Co.
Grand Rapids and Indiana.
Greenwich and Johnsonville.
Hocking Valley.
Hoosac Tunnel and Wilmington.
Illinois Central.
Indiana, Illinois and Iowa.
Indianapolis, Decatur and Western.
Iowa Central.
Jacksonville and St. Louis.
Lehigh and Hudson River.
Lehigh and New England.
Long Island.
Louisville, Evansville and St. Louis.
Louisville, Henderson and St. Louis.
Louisville and Nashville.
Lowell and Hastings.
Maine Central.
Manistee and Grand Rapids.
Manistee and Northeastern.
Milwaukee, Benton Harbor and Columbus.
Mobile and Ohio.
Moshassuck Valley.
Muscatine North and South.
Newburgh, Dutchess and Connecticut.
New York Central and Hudson River (Pennsylvania division).
New York and Long Branch.
New York, New Haven and Hartford.
New York, Ontario and Western.
Ohio Central Lines.
Peoria, Decatur and Evansville.
Pere Marquette.
Philadelphia and Reading.
Pittsburg, Johnstown, Ebensburg and Eastern.
Port Jervis, Monticello and New York.
Raritan River.
Rock Island and Peoria.
Rockaway Valley.
Saginaw, Tuscola and Huron.
Southern.
South Jersey.
Staten Island.
Terre Haute and Indianapolis.
Toledo and Ohio Central.
Toledo, Peoria and Western.
Tuckerton.
Ulster and Delaware.
Vandalia Line.
Wabash, Chester and Western.
Wallkill Valley.
West Shore.
Williams Valley.
Williamsport and North Branch.
Wilmington and Northern.
Wisconsin Central.

INTERSTATE DESPATCH.

Eastern seaboard terminals: Boston, New York, Philadelphia.

Railroads and boat lines over which the Interstate Despatch operates.

Adirondack.
Ann Arbor.
Arcadia and Betsey River.
Atchison, Topeka and Santa Fe.
Atlantic City.
Baltimore and Ohio.
Baltimore and Ohio Southwestern.
Barry Transportation Co.
Bath and Hammondsport.
Bessemer and Lake Erie.
Bloomsburg and Sullivan.
Boston and Maine.
Bradford, Bordell and Kinzua.
Buffalo, Attica and Arcade.

Railroads and boat lines over which the Interstate Despatch operates—Continued.

Buffalo and Susquehanna.
Caminal and Black Forest.
Central New England.
Central of New Jersey.
Central of Pennsylvania.
Charleston, Clendennin and Sutton.
Chateaugay.
Chesapeake and Ohio.
Chicago and Alton.
Chicago and Eastern Illinois.
Chicago and Northwestern.
Chicago and Southeastern.
Chicago, Burlington and Quincy.
Chicago Great Western.
Chicago, Indiana and Eastern.
Chicago, Indianapolis and Louisville.
Chicago Junction.
Chicago, Kalamazoo and Saginaw.
Chicago, Lake Shore and Eastern.
Chicago, Milwaukee and St. Paul.
Chicago, Peoria and St. Louis, of Illinois.
Chicago, Peoria and Western.
Chicago, Rock Island and Pacific.
Cincinnati, Hamilton and Dayton.
Cincinnati, Indianapolis and Western.
Cincinnati, Lebanon and Northern.
Cincinnati and Muskingum Valley.
Cincinnati, New Orleans and Texas Pacific.
Cincinnati Northern.
Cincinnati, Richmond and Muncie.
Cleveland, Cincinnati, Chicago and St. Louis.
Cooperstown and Charlotte Valley.
Coudersport and Port Allegany.
Dansville and Mount Morris.
Dayton and Union.
Delaware and Hudson.
Delaware, Susquehanna and Schuylkill.
Detroit Southern.
Elgin, Joliet and Eastern.
Erie.
Evansville and Terre Haute.
Findlay, Fort Wayne and Western.
Fort Wayne, Cincinnati and Louisville.
Goodrich Transportation Co.
Grafton and Upton.
Grand Rapids and Indiana.
Greenwich and Johnsonville.
Hocking Valley.
Hoosac Tunnel and Wilmington.
Illinois Central.
Illinois Southern.
Illinois Terminal.
Indiana, Illinois and Iowa.
Iowa Central.
Kanona and Prattsburg.
Keeseville, Ausable Chasm and Lake Champlain.
Lake Erie and Western.
Lehigh and Hudson River.
Lehigh and Lackawanna.
Lehigh and New England.
Lockport and Olcott Beach.
Long Island.
Louisville and Nashville.
Louisville, Henderson and St. Louis.
Maine Central.
Maine Steamship Co.
Manistee and Grand Rapids.
Manistee and Northeastern.
Marietta, Columbus and Cleveland.
Metropolitan Steamship Co.
Moshassuck Valley.
Mount Jewett, Kinzua and Riterville.
Muncie and Western.
Newburgh, Dutchess and Connecticut.
New Jersey and New York.
New Orange Four Junction.
New York Central and Hudson River (Pennsylvania division).
New York, Chicago and St. Louis.
New York, New Haven and Hartford.
New York, Susquehanna and Western.
New York and Greenwood Lake.
New York and Pennsylvania.
Nittany Valley.
Northern Ohio.
Norfolk and Western.
Ohio Central Lines.
Pere Marquette.
Philadelphia and Reading.
Pittsburg and Western.
Pittsburgh, Cincinnati, Chicago and St. Louis (Louisville and Marietta division).
Pittsburg, Johnstown, Ebensburg and Eastern.
Pittsburg, Shawmut and Northern.
Portland and Rumford Falls.
Poughkeepsie and Eastern.
Raritan River.
Rockaway Valley.
Rutland.
St. Johnsbury and Lake Champlain.
Schoharie Valley.

Railroads and boat lines over which the Interstate Despatch operates—Continued.

Staten Island Rapid Transit Co.
Southern.
Southern Indiana.
Silver Lake.
Toledo, St. Louis and Western.
Tuckerton.
Ulster and Delaware.
Vandalia Line.
Wabash, Chester and Western.
Washington County.
Williams Valley.
Williamsport and North Branch.
Wheeling and Lake Erie.
Wisconsin Central.

KANAWHA DISPATCH.

Eastern seaboard terminals: Boston, New York, Philadelphia, Baltimore, Newport News.

Railroads and boat lines over which the Kanawha Dispatch operates.

Atlantic Coast Line.
Atchison, Topeka and Santa Fe.
Baltimore and Ohio.
Baltimore and Ohio Southwestern.
Central Indiana.
Chesapeake and Ohio.
Chicago and Alton.
Chicago and Northwestern.
Chicago, Burlington and Quincy.
Chicago, Indianapolis and Louisville.
Chicago Great Western.
Chicago, Milwaukee and St. Paul.
Chicago, Peoria and St. Louis.
Chicago, Rock Island and Pacific.
Cincinnati, Indianapolis and Western.
Cincinnati and Muskingum Valley.
Cincinnati, Hamilton and Dayton.
Cincinnati, New Orleans and Texas Pacific.
Cincinnati Northern.
Clyde Steamship Company.
Cleveland, Cincinnati, Chicago and St. Louis.
Detroit Southern.
Elgin, Joliet and Eastern.
Evansville and Terre Haute.
Evansville and Indianapolis.
Findlay, Fort Wayne and Western.
Fort Wayne, Cincinnati and Louisville.
Hocking Valley.
Illinois Central.
Illinois Southern.
Indiana, Illinois and Iowa.
Iowa Central.
Jacksonville and St. Louis.
Louisville, Henderson and St. Louis.
Louisville and Nashville.
Marietta, Columbus and Cleveland.
Merchants and Miners Transportation Co.
Nashville, Chattanooga and St. Louis.
Norfolk and Western.
Northern Ohio.
Ohio Central Lines.
Old Dominion Steamship Line.
Pennsylvania.
Pittsburgh, Cincinnati, Chicago and St. Louis.
Seaboard Air Line.
Southern Indiana.
Southern.
St. Louis, Keokuk and Northwestern.
Terre Haute and Indianapolis.
Toledo, St. Louis and Western.
Vandalia Line.
Wabash, Chester and Western.
Wisconsin Central.
Zanesville and Western.

LACKAWANNA–GRAND TRUNK LINE.

Eastern seaboard terminals: Boston, New York, Philadelphia.

Railroads and boat lines over which the Lackawanna-Grand Trunk Line operates.

Adirondack.
Ann Arbor.
Atchison, Topeka and Santa Fe.
Atlantic City.
Baltimore and Ohio Southwestern.
Bangor and Portland.
Bath and Hammondsport.
Bloomsburg and Sullivan.
Boston and Maine.
Boyne City and Southeastern.

Railroads and boat lines over which the Lackawanna-Grand Trunk Line operates—Cont'd.

Central New England.
Central of New Jersey.
Central Vermont.
Chesapeake and Ohio.
Chicago and Alton.
Chicago and Eastern Illinois.
Chicago and Northwestern.
Chicago and Western Indiana.
Chicago, Burlington and Quincy.
Chicago Great Western.
Chicago, Indianapolis and Louisville.
Chicago Junction.
Chicago, Kalamazoo and Saginaw.
Chicago, Milwaukee and St. Paul.
Chicago, Rock Island and Pacific.
Chicago Terminal Transfer.
Cincinnati, Dayton and Chicago.
Cincinnati, Dayton and Ironton.
Cincinnati, Hamilton and Dayton.
Cincinnati Northern.
Cleveland, Cincinnati, Chicago and St. Louis.
Cooperstown and Charlotte Valley.
Dayton and Union.
Delaware and Hudson.
Delaware, Lackawanna and Western.
Detroit and Mackinac.
Detroit and River St. Clair.
Detroit Southern.
Elgin, Joliet and Eastern.
Erie and Central New York.
Evansville and Terre Haute.
Grand Rapids and Indiana.
Grand Trunk System.
Illinois Central.
Illinois Southern.
Indiana, Illinois and Iowa.
Iowa Central.
Long Island.
Louisville and Nashville.
Maine Central.
Manistee and Grand Rapids.
Manistee and Northeastern.
Milwaukee, Benton Harbor and Columbus.
Morris County.
Muscatine North and South.
New Orange Four Junction.
Ohio Central Lines.
Pere Marquette.
Philadelphia and Reading.
Pittsburg, Shawmut and Northern.
Pontiac, Oxford and Northern.
Raritan River.
Rockaway Valley.
Saginaw, Tuscola and Huron.
Staten Island Rapid Transit Co.
Terre Haute and Indianapolis.
Terre Haute and Peoria.
Toledo and Ohio Central.
Toledo, St. Louis and Western.
Tuckerton.
Ulster and Delaware.
Unadilla Valley.
Vandalia Line.
Wabash, Chester and Western.
Washington County.
Williamsport and North Branch.
Williams Valley.
Wisconsin Central.

LACKAWANNA LINE.

Eastern seaboard terminals: Boston, New York, Philadelphia.

Railroads and boat lines over which the Lackawanna Line operates.

Adirondack.
Ann Arbor.
Arcadia and Betsey River.
Atchison, Topeka and Santa Fe.
Atlantic City.
Baltimore and Ohio.
Baltimore and Ohio Southwestern.
Bangor and Portland.
Bath and Hammondsport.
Bessemer and Lake Erie.
Bloomsburg and Sullivan.
Boston and Maine.
Bridgton and Saco River.
Buffalo, Rochester and Pittsburg.
Central of New Jersey.
Charleston, Clendennin and Sutton.
Chatham and Lebanon Valley.
Chesapeake and Ohio.
Chicago and Alton.
Chicago and Eastern Illinois.
Chicago and Northwestern.
Chicago, Burlington and Quincy.

Railroads and boat lines over which the Lackawanna Line operates—Continued.

Chicago Great Western.
Chicago, Indiana and Eastern.
Chicago, Indianapolis and Louisville.
Chicago Junction.
Chicago, Lake Shore and Eastern.
Chicago, Milwaukee and St. Paul.
Chicago, Peoria and St. Louis of Illinois.
Chicago, Peoria and Western.
Chicago, Rock Island and Pacific.
Chicago Terminal Transfer.
Cincinnati, Hamilton and Dayton.
Cincinnati and Muskingum Valley.
Cincinnati Northern.
Cincinnati, Richmond and Muncie.
Cleveland, Cincinnati, Chicago and St. Louis.
Cleveland, Lorain and Wheeling.
Cleveland Terminal and Valley.
Columbus, Sandusky and Hocking.
Cooperstown and Charlotte Valley.
Dayton and Union.
Delaware and Hudson.
Delaware, Lackawanna and Western.
Delaware Valley.
Detroit Southern.
Detroit, Toledo and Milwaukee.
Dunkirk, Allegheny Valley and Pittsburgh.
Elgin, Joliet and Eastern.
Erie and Central New York.
Evansville and Terre Haute.
Findlay, Fort Wayne and Western.
Fore River.
Fort Wayne, Cincinnati and Louisville.
Goodrich Transportation Co.
Grafton and Upton.
Grand Rapids and Indiana.
Greenwich and Johnsonville.
Hocking Valley.
Illinois Central.
Illinois Southern.
Indiana, Illinois and Iowa.
Indianapolis, Decatur and Western.
Iowa Central.
Jamestown, Chautauqua and Lake Erie.
Kanawha and Michigan.
Kanona and Prattsburgh.
Keeseville, Ausable Chasm and Lake Champlain.
Lackawanna and Montrose.
Lake Erie, Alliance and Wheeling.
Lake Erie and Western.
Lancaster and Reading Narrow Gauge.
Lehigh and Hudson River
Lehigh and Lackawanna.
Lehigh and New England.
Long Island.
Louisville, Evansville and St. Louis.
Louisville, Henderson and St. Louis.
Louisville and Nashville.
Maine Central.
Manistee and Grand Rapids.
Marietta, Columbus and Cleveland.
Middletown and Cincinnati.
Mississippi River and Bonne Terre Transfer Company.
Morris County.
Moshassuck Valley.
Mount Carmel and National.
New Jersey and New York.
New Orange Four Junction.
New York, Chicago and St. Louis.
New York, New Haven and Hartford.
New York, Ontario and Western.
New York and Pennsylvania.
Norfolk and Western (Scioto Valley Division).
Northern Ohio.
Northern of New Jersey.
Ohio and Little Kanawha.
Ohio Central Lines.
Ohio Southern.
Pennsylvania Co.
Pere Marquette.
Philadelphia and Reading.
Philadelphia, Newtown and New York.
Pittsburg and Western.
Pittsburgh, Cincinnati, Chicago and St. Louis (Louisville and Marietta division).
Pittsburg, Shawmut and Northern.
Portland and Rumford Falls.
Raritan River.
Rockaway Valley.
Rutland.
Schoharie Valley.
Southern.
Southern Indiana.
Staten Island Rapid Transit Co.
Stony Creek.
St. Johnsbury and Lake Champlain.
Toledo, Peoria and Western.
Toledo, St. Louis and Western.
Tuckerton.

Railroads and boat lines over which the Lackawanna Line operates—Continued.

Ulster and Delaware.
Unadilla Valley.
Vandalia Line.
Wabash.
Wheeling and Lake Erie.
Whippany River.
Williamsport and North Branch.
Williams Valley.
Wilmington and Northern.
Wisconsin Central.

LAKE SHORE-LEHIGH VALLEY ROUTE.

Eastern seaboard terminals: Boston, New York, Philadelphia.

Railroads over which the Lake Shore-Lehigh Valley route operates.

Ann Arbor.
Atchison, Topeka and Santa Fe.
Baltimore and Ohio.
Baltimore and Ohio Southwestern.
Bangor and Portland.
Bessemer and Lake Erie.
Boston and Maine.
Central Indiana.
Central of New Jersey.
Charleston, Clendennin and Sutton.
Chicago, Burlington and Quincy.
Chicago, Cincinnati and Louisville.
Chicago Great Western.
Chicago, Indiana and Eastern.
Chicago, Indianapolis and Louisville.
Chicago Junction.
Chicago, Kalamazoo and Saginaw.
Chicago, Lake Shore and Eastern.
Chicago, Milwaukee and St. Paul.
Chicago, Peoria and St. Louis.
Chicago, Rock Island and Pacific.
Chicago and Alton.
Chicago and Eastern Illinois.
Chicago and Northwestern.
Cincinnati and Muskingum Valley.
Cincinnati, Hamilton and Dayton.
Cincinnati, Indianapolis and Western.
Cincinnati, Lebanon and Northern.
Cincinnati, New Orleans and Texas Pacific.
Cincinnati Northern.
Cleveland, Akron and Columbus.
Cleveland, Cincinnati, Chicago and St. Louis.
Delaware and Hudson (Pennsylvania Division).
Delaware, Susquehanna and Schuylkill.
Detroit Southern.
Dunkirk, Allegheny Valley and Pittsburgh.
Elgin, Joliet and Eastern.
Erie and Central New York.
Erie.
Evansville and Indianapolis.
Evansville and Terre Haute.
Findlay, Fort Wayne and Western.
Fort Wayne, Cincinnati and Louisville.
Genesee and Wyoming.
Grand Rapids and Indiana.
Hocking Valley.
Illinois Central.
Illinois Southern.
Illinois Terminal.
Indiana, Illinois and Iowa.
Ironton.
Jacksonville and St. Louis.
Jamestown, Chautauqua and Lake Erie.
Lake Erie, Alliance and Wheeling.
Lake Erie and Western.
Lake Shore and Michigan Southern
Lakeside and Marblehead.
Lehigh and Hudson River.
Lehigh and Lackawanna.
Lehigh and New England.
Lehigh Valley.
Long Island.
Louisville, Henderson and St. Louis.
Louisville and Nashville.
Manistee and Grand Rapids.
Marietta, Columbus and Cleveland.
Montrose.
New Orange Four Junction.
New York and Long Branch.
New York, New Haven and Hartford.
New York, Ontario and Western.
New York, Susquehanna and Western.
Norfolk and Western (Virginia and Ohio Lines).
Northern Ohio.
Ohio Central Lines.
Pennsylvania Co.
Pere Marquette.

Railroads over which the Lake Shore-Lehigh Valley route operates—Continued.

Philadelphia and Reading.
Pittsburgh and Lake Erie.
Pittsburg and Western.
Raritan River.
Rockaway Valley.
Southern Indiana.
Southern Railway (St. Louis Division).
Staten Island Rapid Transit Co.
Susquehanna and New York.
Toledo, Peoria and Western.
Toledo, St. Louis and Western.
Tuckerton.
Vandalia Line.
Wabash, Chester and Western.
Wheeling and Lake Erie.
Williamsport and North Branch.
Williams Valley.
Wisconsin Central.
Zanesville and Western.

LEHIGH AND WABASH DESPATCH.

Eastern seaboard terminals: Boston, New York, Philadelphia.

Railroads over which the Lehigh and Wabash Despatch operates.

Ann Arbor.
Arcadia and Betsey River.
Atchison, Topeka and Santa Fe.
Atlantic City.
Baltimore and Ohio Southwestern.
Bangor and Portland.
Barclay.
Boston and Maine.
Buffalo, Rochester and Pittsburg.
Catasauqua and Fogelsville.
Central of New Jersey.
Chicago and Alton.
Chicago, Burlington and Quincy.
Chicago and Eastern Illinois.
Chicago Great Western.
Chicago, Indianapolis and Louisville.
Chicago Junction.
Chicago, Kalamazoo and Saginaw.
Chicago, Milwaukee and St. Paul.
Chicago and Northwestern.
Chicago, Peoria and St. Louis of Ill.
Chicago, Rock Island and Pacific.
Cincinnati, New Orleans and Texas Pacific.
Cincinnati Northern.
Cincinnati, Richmond and Muncie.
Cleveland, Cincinnati, Chicago and St. Louis.
Delaware and Hudson.
Delaware, Susquehanna and Schuylkill.
Detroit and Mackinac.
Detroit Southern.
Eagles Mere.
Elgin, Joliet and Eastern.
Erie and Central New York.
Erie.
Evansville and Indianapolis.
Evansville and Terre Haute.
Genesee and Wyoming.
Grafton and Upton.
Grand Rapids and Indiana.
Illinois Central.
Indiana, Illinois and Iowa.
Ironton.
Jacksonville and St. Louis.
Lake Erie and Western.
Lancaster and Reading Narrow Gauge.
Lehigh and Hudson River.
Lehigh and Lackawanna.
Lehigh and New England.
Lehigh Valley.
Long Island.
Louisville and Nashville.
Manistee and Grand Rapids.
Manistee and North Eastern.
Milwaukee, Benton Harbor and Columbus.
Mobile and Ohio.
Montrose.
Moshassuck Valley.
Muscatine North and South.
New Orange Four Junction.
New York and Long Branch.
New York, New Haven and Hartford.
New York, Ontario and Western.
New York, Susquehanna and Western.
Ohio Central Lines.
Pere Marquette.
Peoria and Pekin Terminal.
Peoria and Pekin Union.
Philadelphia and Reading.
Raritan River.
Rockaway Valley.
Southern.
South Haven and Eastern.

Railroads over which the Lehigh and Wabash Despatch operates—Continued.

State Line and Sullivan.
Staten Island Rapid Transit Co.
Terre Haute and Indianapolis.
Terre Haute and Logansport.
Toledo, Peoria and Western.
Tuckerton.
Wabash.
Wabash, Chester and Western.
Wheeling and Lake Erie.
Wilkes-Barre, Dallas and Harveys Lake.
Williamsport and North Branch.
Williams Valley.
Wilmington and Northern.
Wisconsin Central.

MERCHANTS DESPATCH TRANSPORTATION COMPANY.

Eastern seaboard terminals: New York, Philadelphia.

Railroads over which the Merchants Despatch Transportation Company operates.

Boston and Albany.
Boston and Maine.
Cleveland, Cincinnati, Chicago and St. Louis.
Indiana, Illinois and Iowa.
Lake Erie and Western.
Lake Shore and Michigan Southern.
Michigan Central and Hudson River.
New York Central and Hudson River.
Philadelphia and Reading.

LEHIGH VALLEY DESPATCH.

Eastern seaboard terminals: Boston, New York, Philadelphia.

Railroads over which the Lehigh Valley Despatch operates.

Ann Arbor.
Atchison, Topeka and Santa Fe.
Baltimore and Ohio Southwestern.
Bangor and Portland.
Barclay.
Boston and Maine.
Boyne City and Southeastern.
Canadian Pacific.
Central of New Jersey.
Centralia and Chester.
Charleston, Clendennin and Sutton.
Chicago, Burlington and Quincy.
Chicago Great Western.
Chicago, Indiana and Eastern.
Chicago, Indianapolis and Louisville.
Chicago Junction.
Chicago, Kalamazoo and Saginaw.
Chicago, Milwaukee and St. Paul.
Chicago, Peoria and St. Louis.
Chicago, Rock Island and Pacific.
Chicago and Alton.
Chicago and Eastern Illinois.
Chicago and North Western.
Chicago and West Michigan.
Cincinnati, Hamilton and Dayton.
Cincinnati, New Orleans and Texas Pacific.
Cincinnati Northern.
Cleveland, Cincinnati, Chicago and St. Louis (Michigan division).
Columbus, Sandusky and Hocking.
Delaware and Hudson.
Delaware, Susquehanna and Schuylkill.
Detroit, Grand Rapids and Western.
Detroit and Lima Northern.
Elgin, Joliet and Eastern.
Erie.
Findlay, Fort Wayne and Western.
Grand Rapids and Indiana.
Hocking Valley.
Illinois Central.
Indiana, Illinois and Iowa.
Jacksonville and St. Louis.
Lehigh and Hudson River.
Lehigh and Lackawanna.
Lehigh and New England.
Lehigh Valley.
Long Island.
Louisville and Nashville.
Lowell and Hastings.
Michigan Central.
Montrose.
New York and Long Branch.
New York, New Haven and Hartford.
New York, Ontario and Western.
New York, Susquehanna and Western.
Ohio Central Lines.
Ohio Southern.
Peoria, Decatur and Evansville.

Railroads over which the Lehigh Valley Despatch operates—Continued.

Pere Marquette (formerly Flint and Pere Marquette).
Philadelphia and Reading.
Pontiac, Oxford and Northern.
Portland and Rochester.
Raritan River.
Rockaway Valley.
Saginaw, Tuscola and Huron.
Staten Island Rapid Transit Co.
Toledo, St. Louis and Kansas City.
Tuckerton.
Vandalia line.
Wabash, Chester and Western.
Wheeling and Lake Erie.
Williamsport and North Branch.
Williams Valley.
Wilmington and Northern.
Wisconsin Central.

MILWAUKEE AND MICHIGAN FAST FREIGHT LINE.

Eastern seaboard terminals: Boston, New York, Philadelphia, Baltimore.

Railroads over which the Milwaukee and Michigan Fast Freight Line operates.

Boston and Albany.
Boston and Maine.
Central of New Jersey.
Chicago, Milwaukee and St. Paul.
Chicago and Northwestern.
Grand Trunk System.
New York Central and Hudson River.
New York, New Haven and Hartford.
Northern Central.
Pennsylvania.
Philadelphia and Reading.
Pere Marquette.
Pontiac, Oxford and Northern.
Wisconsin Central.

NATIONAL DESPATCH–GREAT EASTERN LINE.

Eastern seaboard terminals: Portland, Boston.

Railroads and boat lines over which the National Despatch-Great Eastern Line operates.

Ann Arbor.
Arcadia and Betsey River.
Atchison, Topeka and Santa Fe.
Baie Des Chaleurs Steamer Lines.
Baltimore and Ohio Southwestern.
Boston and Maine.
Boyne City and Southeastern.
Bridgton and Saco River.
Brockville, Westport and Sault Ste. Marie.
Canada Atlantic.
Canada Coals and Rwy. Co.
Canada Eastern.
Caraquet.
Central New England.
Central of Nova Scotia.
Central Vermont.
Charlottetown Steam Navigation Co.
Chicago and Alton.
Chicago, Burlington and Quincy.
Chicago and Eastern Illinois.
Chicago Great Western.
Chicago, Indianapolis and Louisville.
Chicago Junction.
Chicago, Kalamazoo and Saginaw.
Chicago, Milwaukee and St. Paul.
Chicago and Northwestern.
Chicago, Peoria and St. Louis.
Chicago, Rock Island and Pacific.
Chicago Terminal Transfer.
Cincinnati, Hamilton and Dayton.
Cincinnati, New Orleans and Texas Pacific.
Cincinnati Northern.
Cincinnati, Richmond and Muncie.
Cincinnati, Saginaw and Mackinaw.
Cleveland, Cincinnati, Chicago and St. Louis.
Cumberland Rwy. and Coal Co.
Davenport, Rock Island and Northwestern.
Detroit and Mackinac.
Detroit and River St. Clair.
Detroit, Grand Haven and Milwaukee.
Detroit Southern.
Dominion Atlantic.
Elgin, Joliet and Eastern.
Elgin and Havelock.

Railroads and boat lines over which the National Despatch-Great Eastern Line operates—Continued.

Evansville and Terre Haute.
Franklin and Megantic.
Georges Valley.
Goodrich Transportation Co.
Grand Rapids and Indiana.
Grand Trunk System.
Grand Trunk Western.
Hampton and St. Martins.
Hocking Valley.
Illinois Central.
Illinois Southern.
Indiana, Illinois and Iowa.
Intercolonial.
Iowa Central.
Jacksonville and St. Louis.
Kennebec Central.
Kent Northern.
Lake Erie and Western.
Lotbiniere and Megantic.
Louisville, Evansville and St. Louis.
Louisville and Nashville.
Maine Central.
Manistee and Grand Rapids.
Manistee and Northeastern.
Midland (Nova Scotia).
Milwaukee, Benton Harbor and Columbus.
Moncton and Buctouche.
Montpelier and Wells River.
Muscatine North and South.
New Brunswick Coal and Rwy. Co.
New Brunswick and Prince Edward Island.
New York Central and Hudson River (Boston and Albany Division).
New York, New Haven and Hartford.
Norfolk and Western.
Nova Scotia Steel and Coal Co.
Ohio Central Lines.
Ottawa and New York.
Pere Marquette.
Phillips and Rangeley.
Pittsburgh, Cincinnati, Chicago and St. Louis.
Pontiac, Oxford and Northern.
Portland and Rumford Falls.
Prince Edward Island.
Quebec Central.
Quebec Southern.
Rockland, Thomaston and Camden.
St. Johnsbury and Lake Champlain.
St. Louis, Keokuk and Northwestern.
Saginaw, Tuscola and Huron.
Salisbury and Harvey.
Sandy River.
Sebasticook and Moosehead.
Somerset.
South Haven and Eastern.
Sydney and Louisburg.
Temiscouata.
Toledo, Saginaw and Muskegon.
Toledo, St. Louis and Western.
Vandalia Line.
Wabash.
Wabash, Chester and Western.
Washington County.
Wheeling and Lake Erie.
Wiscassett, Waterville and Farmington.
Wisconsin Central.
Woodstock.

NATIONAL DESPATCH REFRIGERATOR LINE.

Eastern seaboard terminals: Portland, Boston, New York.

(Operating over the same railroads as those found in the list under New York Despatch Refrigerator Line.)

NEW YORK DESPATCH REFRIGERATOR LINE.

Eastern seaboard terminals: Portland, Boston, New York.

Railroads over which the New York Despatch Refrigerator Line operates.

Boston and Maine.
Central Vermont.
Grand Trunk System.
West Shore.

NICKEL PLATE LINE.

Eastern seaboard terminals: Boston, New York, Philadelphia.

Railroads and boat lines over which the Nickel Plate Line operates.

Ann Arbor Railroad and Steamship Lines.
Arcadia and Betsey River.
Atchison, Topeka and Santa Fe.
Baltimore and Ohio.
Baltimore and Ohio Southwestern.
Bangor and Portland.
Bennington & Rutland.
Boston and Maine.
Centralia and Chester.
Central New England.
Central of New Jersey.
Central of Pennsylvania.
Charleston, Clendennin and Sutton.
Chatham and Lebanon Valley.
Chesapeake and Ohio.
Chicago and Alton.
Chicago and Eastern Illinois.
Chicago and Northwestern.
Chicago, Burlington and Quincy.
Chicago Great Western.
Chicago, Indianapolis and Louisville.
Chicago Junction.
Chicago, Kalamazoo and Saginaw.
Chicago, Milwaukee and St. Paul.
Chicago, Peoria and St. Louis.
Chicago, Rock Island and Pacific.
Chicago and Southeastern.
Chicago and West Michigan.
Cincinnati, Hamilton and Dayton.
Cincinnati and Muskingum Valley.
Cincinnati, New Orleans and Texas Pacific.
Cincinnati Northern.
Cincinnati, Portsmouth and Virginia.
Cleveland, Cincinnati, Chicago and St. Louis.
Cleveland, Akron and Columbus.
Cleveland, Lorain and Wheeling.
Cleveland Terminal and Valley.
Cleveland and Marietta.
Columbus, Sandusky and Hocking.
Cincinnati, Lebanon and Northern.
Davenport, Rock Island and Northwestern.
Dayton and Union.
Delaware and Hudson.
Detroit and Lima Northern.
Dunkirk, Allegheny Valley and Pittsburgh.
Easton and Northern.
Elgin, Joliet and Eastern.
Erie.
Evansville and Terre Haute.
Findlay, Fort Wayne and Western.
Fitchburg.
Fort Wayne, Cincinnati and Louisville.
Grafton and Upton.
Goodrich Transportation Co.
Graham and Morton Transportation Co.
Grand Rapids and Indiana.
Greenwich and Johnsonville.
Hocking Valley.
Hoosac Tunnel and Wilmington.
Illinois Central.
Indiana, Illinois and Iowa.
Indiana and Illinois Southern.
Indianapolis, Decatur and Western.
Iowa Central.
Jacksonville and St. Louis.
Jamestown and Chautauqua.
Kanawha and Michigan.
Lake Erie and Western.
Lehigh and Hudson River.
Lehigh and New England.
Long Island.
Louisville, Evansville and St. Louis.
Louisville, Henderson and St. Louis.
Louisville and Nashville.
Maine Central.
Manistee and Grand Rapids.
Middletown and Cincinnati.
Mobile and Ohio.
Moshassuck Valley.
Muscatine North and South.
Newburgh, Dutchess and Connecticut.
New York Central and Hudson River (Pennsylvania division).
New York and Long Branch.
New York, Chicago and St. Louis.
New York, New Haven and Hartford.
New York, Ontario and Western.
Norfolk and Western.
Northern Ohio.
Ohio Central Lines.
Ohio River and Lake Erie.
Ohio Southern.
Ohio and Little Kanawha.
Peoria, Decatur and Evansville.

Railroads and boat lines over which the Nickel Plate Line operates—Continued.

Philadelphia and Reading.
Pittsburg, Johnstown, Ebensburg and Eastern.
Pittsburg and Western.
Pittsburg, Bessemer and Lake Erie.
Port Jervis, Monticello and New York.
Quincy, Carrollton and St. Louis.
Raritan River.
Rock Island and Peoria.
Rockaway Valley.
Southern.
Southern Indiana.
South Jersey.
Staten Island.
Terre Haute and Indianapolis.
Toledo and Ohio Central.
Toledo, Peoria and Western.
Toledo, St. Louis and Kansas City.
Tuckerton.
Ulster and Delaware.
Vandalia Line.
Wabash, Chester and Western.
Wallkill Valley.
West Shore.
Wheeling and Lake Erie.
Williams Valley.
Williamsport and North Branch.
Wilmington and Northern.
Wisconsin Central.

NORTH SHORE DESPATCH.

Eastern seaboard terminals: Boston, New York, Philadelphia.

Railroads and boat lines over which the North Shore Despatch operates.

Ann Arbor.
Arcadia and Betsey River.
Atchison, Topeka and Santa Fe.
Baltimore and Ohio Southwestern.
Bennington and Rutland.
Boston and Maine.
Boyne City and Southeastern.
Canadian Pacific.
Centralia and Chester.
Central New England.
Central of Pennsylvania.
Charleston, Clendennin and Sutton.
Chatham and Lebanon Valley.
Chesapeake and Ohio.
Chicago and Alton.
Chicago and Eastern Illinois.
Chicago and Northwestern.
Chicago, Burlington and Quincy.
Chicago Great Western.
Chicago, Indiana and Eastern.
Chicago, Indianapolis and Louisville.
Chicago Junction.
Chicago, Kalamazoo and Saginaw.
Chicago, Milwaukee and St. Paul.
Chicago, Peoria & St. Louis.
Chicago, Rock Island and Pacific.
Cincinnati, Hamilton and Dayton.
Cincinnati, New Orleans and Texas Pacific.
Cincinnati Northern.
Cleveland, Cincinnati, Chicago and St. Louis.
Davenport, Rock Island and Northwestern.
Dayton and Union.
Detroit and Lima Northern.
Easton and Northern.
Elgin, Joliet and Eastern.
Erie and Huron.
Evansville and Terre Haute.
Findlay, Fort Wayne and Western.
Fitchburg.
Grafton and Upton.
Goodrich Transportation Co.
Graham and Morton Transportation Co.
Grand Rapids and Indiana.
Greenwich and Johnsonville.
Hocking Valley.
Hoosac Tunnel and Wilmington.
Illinois Central.
Indiana, Illinois and Iowa.
Indianapolis, Decatur and Western.
Iowa Central.
Jacksonville and St. Louis.
Kanawha and Michigan.
Long Island.
Louisville, Evansville and St. Louis.
Louisville, Henderson and St. Louis.
Louisville and Nashville.
Lowell and Hastings.
Maine Central.
Manistee and Grand Rapids.
Michigan Central.
Middletown and Cincinnati.

Railroads and boat lines over which the North Shore Despatch operates—Continued.

Milwaukee, Benton Harbor and Columbus.
Mobile and Ohio.
Moshassuck Valley.
Muscatine North and South.
Newburgh, Dutchess and Connecticut.
New York Central and Hudson River (Pennsylvania division).
New York and Long Branch.
New York, New Haven and Hartford.
New York, Ontario and Western.
Norfolk and Western.
Ohio Central Lines.
Ohio Southern.
Peoria, Decatur and Evansville.
Pere Marquette.
Philadelphia and Reading.
Pittsburg, Johnstown, Ebensburg and Eastern.
Pittsburgh, Cincinnati, Chicago and St. Louis.
Pontiac, Oxford and Northern.
Port Jervis, Monticello and New York.
Quincy, Carrollton and St. Louis.
Rock Island and Peoria.
Rockaway Valley.
St. Joseph, South Bend and Southern.
Saginaw, Tuscola and Huron.
Southern.
South Haven and Eastern.
South Jersey.
Staten Island.
Terre Haute and Indianapolis.
Toledo and Ohio Central.
Toledo, Peoria and Western.
Toledo, St. Louis and Kansas City.
Toronto, Hamilton and Buffalo.
Ulster and Delaware.
Vandalia Line.
Wabash, Chester and Western.
Wallkill Valley.
West Shore.
Wheeling and Lake Erie.
Williams Valley.
Williamsport and North Branch.
Wilmington and Northern.
Wisconsin Central.

ONTARIO AND MICHIGAN CENTRAL LINE.

Eastern seaboard terminals: New York, Philadelphia.

Railroads and boat lines over which the Ontario and Michigan Central Line operates.

Ann Arbor.
Arcadia and Betsey River.
Atchison, Topeka and Santa Fe.
Atlantic City.
Baltimore and Ohio Southwestern.
Bangor and Portland.
Barry Transportation Co.
Boyne City and Southeastern.
Bloomsburg and Sullivan.
Canadian Pacific.
Catasauqua and Fogelsville.
Central of New Jersey.
Central New England.
Chateaugay.
Chicago and Alton.
Chicago and Eastern Illinois.
Chicago and Northwestern.
Chicago and Southeastern.
Chicago, Burlington and Quincy.
Chicago Great Western.
Chicago, Indiana and Eastern.
Chicago, Indianapolis and Louisville.
Chicago Junction.
Chicago, Kalamazoo and Saginaw.
Chicago, Milwaukee and St. Paul.
Chicago, Peoria and St. Louis.
Chicago, Rock Island and Pacific.
Chicago Terminal Transfer.
Cincinnati and Muskingum Valley.
Cincinnati, Hamilton and Dayton.
Cincinnati, Indianapolis and Western.
Cincinnati Northern.
Cincinnati, Richmond and Muncie.
Delaware and Hudson.
Detroit Southern.
Elgin, Joliet and Eastern.
Erie.
Evansville and Terre Haute.
Goodrich Transportation Co.
Graham and Morton Transportation Co.
Grand Rapids and Indiana.
Hocking Valley.
Illinois Central.
Illinois Southern.
Illinois Terminal.
Indiana, Illinois and Iowa.

Railroads and boat lines over which the Ontario and Michigan Central Line operates—Con.

Iowa Central.
Jacksonville and St. Louis.
Lake Michigan Car Ferry Transportation Co.
Lehigh and Hudson River.
Lehigh and New England.
Long Island.
Louisville and Nashville.
Ludington and Lake Michigan Transportation Co.
Manistee and Grand Rapids.
Manistee and Northeastern.
Michigan Central.
Milwaukee, Benton Harbor and Columbus.
Mobile and Ohio.
Newburgh, Dutchess and Connecticut.
New York Central and Hudson River (Rome, Watertown and Ogdensburg division).
New York and Long Branch.
New York, Ontario and Western.
Ohio Central Lines.
Pere Marquette.
Philadelphia and Reading.
Pittsburgh, Cincinnati, Chicago and St. Louis.
Pontiac, Oxford and Northern.
Poughkeepsie and Eastern.
Queen and Crescent.
Quincy, Carrollton and St. Louis.
Raritan River.
Rock Island and Peoria.
Rockaway Valley.
Saginaw, Tuscola and Huron.
Southern Indiana.
Southern (St. Louis division).
Staten Island Rapid Transit Co.
Terre Haute and Indianapolis.
Toledo and Ohio Central.
Toledo, Peoria and Western.
Toledo, St. Louis and Western.
Tuckerton.
Ulster and Delaware.
Unadilla Valley.
Vandalia Line.
Wabash, Chester and Western.
Wallkill Valley.
West Shore.
Wheeling and Lake Erie.
Williamsport and North Branch.
Williams Valley.
Wilmington and Northern.
Wisconsin Central.

ONTARIO DESPATCH.

Eastern seaboard terminals: New York, Philadelphia.

Railroads and boat lines over which the Ontario Despatch operates.

Ann Arbor.
Arcadia and Betsey River.
Atchison, Topeka and Santa Fe.
Atlantic City.
Baltimore and Ohio Southwestern.
Bangor and Portland.
Barry Transportation Co.
Bloomsburg and Sullivan.
Catasauqua and Fogelsville.
Central of New Jersey.
Central New England.
Chateaugay.
Chicago and Alton.
Chicago and Eastern Illinois.
Chicago and Northwestern.
Chicago and Southeastern.
Chicago, Burlington and Quincy.
Chicago Great Western.
Chicago, Indiana and Eastern.
Chicago, Indianapolis and Louisville.
Chicago Junction.
Chicago, Kalamazoo and Saginaw.
Chicago, Milwaukee and St. Paul.
Chicago, Peoria and St. Louis.
Chicago, Rock Island and Pacific.
Chicago Terminal Transfer.
Cincinnati and Muskingum Valley.
Cincinnati, Hamilton and Dayton.
Cincinnati, Indianapolis and Western
Cincinnati Northern.
Cincinnati, Richmond and Muncie.
Delaware and Hudson.
Detroit Southern.
Elgin, Joliet and Eastern.
Erie.
Evansville and Terre Haute.
Goodrich Transportation Co.
Graham and Morton Transportation Co.
Grand Rapids and Indiana.
Hocking Valley.

Railroads and boat lines over which the Ontario Despatch operates—Continued.

Illinois Central.
Illinois Southern.
Illinois Terminal.
Indiana, Illinois and Iowa.
Iowa Central.
Jacksonville and St. Louis.
Lake Michigan Car Ferry Transportation Co.
Lehigh and Hudson River.
Lehigh and New England.
Long Island.
Louisville and Nashville.
Ludington and Lake Michigan Transportation Co.
Manistee and Grand Rapids.
Manistee and Northeastern.
Milwaukee, Benton Harbor and Columbus.
Mobile and Ohio.
Newburgh, Dutchess and Connecticut.
New York Central and Hudson River (Rome, Watertown and Ogdensburg division).
New York and Long Branch.
New York, Ontario and Western.
Ohio Central Lines.
Pere Marquette.
Philadelphia and Reading.
Pittsburgh, Cincinnati, Chicago and St. Louis.
Pontiac, Oxford and Northern.
Poughkeepsie and Eastern.
Queen and Crescent.
Quincy, Carrollton and St. Louis.
Raritan River.
Rock Island and Peoria.
Rockaway Valley.
Saginaw, Tuscola and Huron.
Southern Indiana.
Southern (St. Louis division).
Staten Island Rapid Transit Co.
Terre Haute and Indianapolis.
Toledo and Ohio Central.
Toledo, Peoria and Western.
Toledo, St. Louis and Western.
Tuckerton.
Ulster and Delaware.
Unadilla Valley.
Vandalia Line.
Wabash.
Wabash, Chester and Western.
Wallkill Valley.
West Shore.
Williamsport and North Branch.
Williams Valley.
Wilmington and Northern.
Wisconsin Central.

READING DESPATCH.

Eastern seaboard terminals: Boston, New York, Philadelphia.

Railroads and boat lines over which the Reading Despatch operates.

Ann Arbor.
Atchison, Topeka and Santa Fe.
Atlantic City.
Baltimore and Ohio Southwestern.
Bangor and Portland.
Buffalo, Rochester and Pittsburgh.
Central of New Jersey.
Chicago and Alton.
Chicago and Eastern Illinois.
Chicago and Northwestern.
Chicago, Burlington and Quincy.
Chicago Great Western.
Chicago, Kalamazoo and Saginaw.
Chicago, Milwaukee and St. Paul.
Chicago, Rock Island and Pacific.
Cincinnati, Hamilton and Dayton.
Cincinnati, Saginaw and Mackinaw.
Cincinnati Southern.
Delaware and Hudson.
Delaware, Susquehanna and Schuylkill.
Detroit, Grand Haven and Milwaukee.
Detroit Southern.
Detroit and Mackinac.
Duluth, South Shore and Atlantic.
Eagles Mere.
Elgin, Joliet and Eastern.
Evansville and Terre Haute.
Genesee and Wyoming.
Grand Rapids and Indiana.
Grand Trunk System.
Grand Trunk Western.
Kewaunee, Green Bay and Western.
Illinois Central.
Indiana, Illinois and Iowa.

Railroads and boat lines over which the Reading Despatch operates—Continued.

Ironton.
Lehigh and Hudson River.
Lehigh and Lackawanna.
Lehigh and New England.
Lehigh Valley.
Long Island.
Louisville and Nashville.
Manistee and Northeastern.
Manistee and Grand Rapids.
Montrose.
Moshassuck Valley.
New York and Long Branch.
New York, New Haven and Hartford.
New York, Ontario and Western.
New York and Rockaway Beach.
New York, Susquehanna and Western.
Orange County.
Philadelphia and Reading.
Pere Marquette.
Pontiac, Oxford and Northern.
Port Huron and Duluth Steamship Co.
Raritan River.
Rockaway Valley.
Saginaw, Tuscola and Huron.
South Jersey.
Susquehanna and New York.
Staten Island Rapid Transit Co.
Terre Haute and Indianapolis.
Toledo, Saginaw and Muskegon.
Toledo, St. Louis and Western.
Tuckerton.
Vandalia Line.
Wabash, Chester and Western.
Williamsport and North Branch.
Williams Valley.
Wilmington and Northern.
Wisconsin Central.

RED LINE.

Eastern seaboard terminals: Boston, New York, Philadelphia.

Railroads and boat lines over which the Red Line operates.

Ann Arbor.
Arcadia and Betsey River.
Atchison, Topeka and Santa Fe.
Atlantic City.
Baltimore and Ohio.
Baltimore and Ohio Southwestern.
Bangor and Portland.
Barry Transportation Co.
Boston and Albany.
Boston and Maine.
Boyne City and Southeastern.
Bridgton and Saco River.
Cammal and Black Forest.
Central New England.
Central of New Jersey.
Central of Pennsylvania.
Charleston, Clendennin and Sutton.
Chatham and Lebanon Valley.
Chicago and Alton.
Chicago and Eastern Illinois.
Chicago and Northwestern.
Chicago and Southeastern.
Chicago, Burlington and Quincy.
Chicago Great Western.
Chicago, Indianapolis and Louisville.
Chicago, Indiana and Eastern.
Chicago Junction.
Chicago, Kalamazoo and Saginaw.
Chicago, Milwaukee and St. Paul.
Chicago, Peoria and St. Louis.
Chicago, Rock Island and Pacific.
Cincinnati and Muskingum Valley.
Cincinnati, Hamilton and Dayton.
Cincinnati Northern.
Cleveland and Marietta.
Cleveland, Akron and Columbus.
Cleveland, Lorain and Wheeling.
Cleveland Terminal and Valley.
Cleveland, Cincinnati, Chicago and St. Louis.
Columbus, Sandusky and Hocking.
Cornwall and Lebanon.
Cumberland Valley.
Delaware and Hudson.
Detroit and Lima Northern.
Detroit and Mackinac.
Dunkirk, Allegheny Valley and Pittsburgh.
Elgin, Joliet and Eastern.
Erie.
Evansville and Terre Haute.
Findlay, Fort Wayne and Western.
Fonda, Johnstown and Gloversville.
Fort Wayne, Cincinnati and Louisville.

Railroads and boat lines over which the Red Line operates—Continued.

Grafton and Upton.
Goodrich Transportation Co.
Graham and Morton Transportation Co.
Grand Rapids and Indiana.
Hocking Valley.
Illinois Central.
Illinois Southern.
Indiana, Illinois and Iowa.
Indianapolis, Decatur and Western.
Iowa Central.
Jacksonville and St. Louis.
Jamestown and Chautauqua.
Lake Erie and Western.
Lake Michigan Car Ferry Transportation Co.
Lake Shore and Michigan Southern.
Lakeside and Marblehead.
Lehigh and Hudson River.
Lehigh and New England.
Little Falls and Dolgeville.
Long Island.
Louisville, Evansville and St. Louis.
Ludington and Lake Michigan Transportation Company.
Maine Central.
Manistee and Grand Rapids.
Manistee and Northeastern.
Milwaukee, Benton Harbor and Columbus.
Mobile and Ohio.
Moshassuck Valley.
Narragansett Pier.
Newburgh, Dutchess and Connecticut.
New York Central and Hudson River.
New York and Long Branch.
New York and Ottawa.
New York, New Haven and Hartford.
New York, Ontario and Western.
Northern Central.
Northern Ohio.
Ogdensburg and Lake Champlain.
Ohio Central Lines.
Ohio River and Lake Erie.
Ohio and Little Kanawha.
Ohio Southern.
Pennsylvania.
Pere Marquette.
Philadelphia and Reading.
Philadelphia, Wilmington and Baltimore.
Pittsburgh and Lake Erie.
Pittsburg and Western.
Pittsburg, Bessemer and Lake Erie.
Pittsburgh, Cincinnati, Chicago and St. Louis.
Pittsburg, Johnstown, Ebensburg and Eastern.
Port Jervis, Monticello and New York.
Poughkeepsie and Eastern.
Quincy, Carrollton and St. Louis.
Raritan River.
Raquette Lake.
Rockaway Valley.
Rock Island and Peoria.
Rome, Watertown and Ogdensburg.
Rutland.
Saginaw, Tuscola and Huron.
Saranac and Lake Placid.
Skaneateles.
Staten Island.
St. Johnsbury and Lake Champlain.
St. Joseph, South Bend and Southern.
Somerset.
Terre Haute and Indianapolis.
Toledo, Peoria and Western.
Toledo, St. Louis and Western.
Tuckerton.
Vandalia Line.
Wabash.
Wabash, Chester and Western.
Washington County.
Wheeling and Lake Erie.
Wisconsin Central.
Williams Valley.
Williamsport and North Branch.
York Southern.

ROME, WATERTOWN AND OGDENSBURG LINE.

Eastern seaboard terminals: Portland, Boston.

Railroads over which the Rome, Watertown and Ogdensburg Line operates.

Ann Arbor.
Arcadia and Betsey River.
Atchison, Topeka and Santa Fe.
Baltimore and Ohio Southwestern.
Boston and Maine.
Bridgton and Saco River.
Bristol.
Chatham and Lebanon Valley.

Railroads over which the Rome, Watertown and Ogdensburg Line operates—Continued.

Chicago and Alton.
Chicago and Eastern Illinois.
Chicago and Northwestern.
Chicago, Burlington and Quincy.
Chicago Great Western.
Chicago Junction.
Chicago, Kalamazoo and Saginaw.
Chicago, Milwaukee and St. Paul.
Chicago, Peoria and St. Louis.
Chicago, Rock Island and Pacific.
Cincinnati, Hamilton and Dayton.
Cincinnati, New Orleans and Texas Pacific.
Cincinnati Northern.
Cleveland, Cincinnati, Chicago and St. Louis.
Davenport, Rock Island and Northwestern.
Detroit and Lima Northern.
Detroit and Mackinac.
Elgin, Joliet and Eastern.
Grand Rapids and Indiana.
Illinois Central.
Illinois Terminal.
Indiana, Illinois and Iowa.
Iowa Central.
Jacksonville and St. Louis.
Louisville and Nashville.
Maine Central.
Milwaukee, Benton Harbor and Columbus.
Mohawk and Malone Division, New York Central and Hudson River.
New York and Ottawa.
Pere Marquette.
Pittsburgh, Cincinnati, Chicago and St. Louis.
Portland and Rumford Falls.
Quebec Southern.
Rome, Watertown and Ogdensburg.
Rutland.
St. Johnsbury and Lake Champlain.
St. Lawrence and Adirondack.
Somerset.
Southern Indiana.
Toledo, Peoria and Western.
Vandalia Line.
Wabash.
Washington County.
Wisconsin Central.
Woodstock.
Wheeling and Lake Erie.

STAR UNION LINE.

Eastern seaboard terminals: New York, Philadelphia, Baltimore.

Railroads over which the Star Union Line operates.

Annapolis, Washington and Baltimore.
Atlantic Coast Line.
Baltimore, Chesapeake and Atlantic.
Baltimore and Delaware Bay.
Bangor and Portland.
Boston and Albany.
Boston and Maine.
Central of New Jersey.
Central Vermont.
Cincinnati and Muskingum Valley.
Cleveland, Akron and Columbus.
Cornwall and Lebanon.
Cumberland Valley.
Delaware River.
Delaware, Susquehanna and Schuylkill.
Delaware and Hudson.
Easton and Northern.
Erie.
Gettysburg and Harrisburg.
Grafton and Upton.
Grand Rapids and Indiana.
Hoboken Shore.
Huntingdon and Broad Top Mountain.
Ironton.
Lehigh Valley.
Lehigh and Hudson River.
Long Island.
Maine Central.
Maryland and Pennsylvania.
Moshassuck Valley.
National Docks.
New Jersey Terminal.
New Orange Four Junction.
New York, New Haven and Hartford.
New York, Ontario and Western.
New York, Philadelphia and Norfolk.
New York and Long Branch.
Northern Central.
Pemberton and Hightstown.
Pennsylvania Co.
Pennsylvania.
Pennsylvania and Northwestern.

Railroads over which the Star Union Line operates—Continued.

Philadelphia, Baltimore and Washington.
Philadelphia and Reading.
Pittsburgh, Cincinnati, Chicago, and St. Louis.
Queen Anne's.
Raritan River.
Richmond, Fredericksburg and Potomac.
St. Johnsbury and Lake Champlain.
Susquehanna, Bloomsburg and Berwick.
Staten Island Rapid Transit Co.
Stewartstown.
Terre Haute and Indianapolis.
Toledo, Peoria and Western.
Tuckerton.
Washington County.
Washington Southern.
West Jersey and Seashore.
Williams Valley.

TRADERS DESPATCH.

Eastern seaboard terminals: Boston, New York, Philadelphia.

Railroads over which the Traders Despatch operates.

Altoona and Phillipsburg Connecting.
Ann Arbor.
Atchison, Topeka and Santa Fe.
Atlantic City.
Baltimore and Ohio Southwestern.
Baltimore and Ohio (Willow Creek, Ind., to Chicago Junction, Ohio inclusive).
Baltimore and Ohio (Midland Division).
Baltimore and Ohio (Cleveland, Lorain and Wheeling Division).
Baltimore and Ohio (Cleveland Terminal and Valley Division).
Baltimore and Ohio (Ohio and Little Kanawha Division).
Bangor and Portland.
Bessemer and Lake Erie.
Boston and Maine.
Buffalo, Rochester and Pittsburgh.
Catasauqua and Fogelsville.
Central of New Jersey.
Central Indiana.
Charleston, Clendennin and Sutton.
Chesapeake and Ohio (Fort Thomas, Ky., to Hinton, W. Va.).
Chicago and Alton.
Chicago, Burlington and Quincy.
Chicago and Eastern Illinois.
Chicago, Indianapolis and Louisville.
Chicago Junction.
Chicago, Milwaukee and St. Paul.
Chicago and Northwestern.
Chicago, Peoria and St. Louis.
Chicago, Rock Island and Pacific.
Cincinnati, Hamilton and Dayton.
Cincinnati, Lebannon and Northern (Middletown Branch).
Cincinnati and Muskingum Valley.
Cincinnati Northern.
Clarion River.
Cleveland, Akron and Columbus.
Cleveland, Cincinnati, Chicago and St. Louis.
Dayton and Union.
Delaware and Hudson.
Delaware River.
Delaware, Susquehanna and Schuylkill.
Detroit Southern.
Duluth, South Shore and Atlantic.
Dunkirk, Allegheny Valley and Pittsburgh.
Elgin, Joliet and Eastern.
Erie.
Evansville and Terre Haute.
Fort Wayne, Cincinnati and Louisville.
Genesee and Wyoming.
Grafton and Upton.
Grand Rapids and Indiana.
Hackensack and Lodi.
Hocking Valley.
Illinois Central.
Indiana, Illinois and Iowa.
Iowa Central.
Jacksonville and St. Louis.
Kanawha and Michigan.
Lake Erie and Western.
Lehigh and Hudson River.
Lehigh and Lackawanna.
Lehigh and New England.
Lehigh Valley.
Long Island.
Louisville and Nashville (Lake Charles and Leesville Division).
Montrose.
Mount Jewett, Kinzua and Riterville.
New York, Chicago and St. Louis.
New York and Long Branch.

Railroads over which the Traders Despatch operates—Continued.

New York, New Haven and Hartford.
New York, Ontario and Western.
New York, Susquehanna and Western.
Norfolk and Western (Scioto Valley Division).
Norfolk and Western (Cincinnati, Portsmouth and Virginia Division).
Northern Ohio.
Pennsylvania Co. (Marietta Division).
Pennsylvania Co. (Toledo Division).
Pere Marquette.
Philadelphia and Reading.
Pittsburg, Shawmut and Northern.
Pittsburg and Western.
Portland and Rochester.
Raritan River.
Reynoldsville and Falls Creek.
Rockaway Valley.
Silver Lake.
Southern.
Southern Indiana.
South Jersey.
State Line and Sullivan.
Staten Island Rapid Transit Co.
Susquehanna and New York.
St. Louis, Chicago and St. Paul.
Terre Haute and Indianapolis.
Toledo and Ohio Central.
Toledo, Peoria and Western.
Toledo, St. Louis and Western.
Tuckerton.
Wabash, Chester and Western.
Wheeling and Lake Erie.
Wilkes-Barre and Eastern.
Wilkes-Barre and Harvey's Lake.
Williamsport and North Branch.
Williams Valley.
Wilmington and Northern.
Wisconsin Central.
Zanesville and Western.

VIRGINIA, TENNESSEE, AND GEORGIA AIR LINE.

Eastern seaboard terminals: Boston, New York, Philadelphia, Baltimore, Norfolk.

Railroads and boat lines over which the Virginia, Tennessee and Georgia Air Line operates.

Alabama Great Southern.
Alabama Midland.
Alabama and Vicksburg.
Arkansas Midland.
Arkansas Southern.
Arkansas and Louisiana.
Atlanta, Knoxville and Northern.
Atlanta and West Point.
Augusta Tramway and Transportation Co.
Baltimore Steam Packet Co.
Big Stony.
Birmingham and Atlantic.
Birmingham, Selma and New Orleans.
Chattahoochee Valley.
Chattanooga, Rome and Southern.
Chattanooga Southern.
Chesapeake and Nashville.
Choctaw, Oklahoma and Gulf.
Cincinnati, New Orleans and Texas Pacific.
Clyde Steamship Co.
Columbus Southern.
Dardanelle and Russellville.
East Tennessee and Western North Carolina.
East and West.
Gulf and Chicago.
Illinois Central.
Kansas City, Fort Scott and Memphis.
Kansas City, Memphis and Birmingham.
Kansas City Southern.
Louisiana and Northwestern.
Louisiana and Arkansas.
Louisville and Nashville.
Macon and Birmingham.
Merchants and Miners Transportation Co.
Mobile and Ohio.
Nashville and Knoxville.
Nashville, Chattanooga and St. Louis.
New Orleans and Northeastern.
New Orleans and Northwestern.
Norfolk and Western.
Northern Alabama.
Old Dominion Steamship Co.
Paragould Southeastern.
Paris and Altus Transfer Co.
Prescott and Northwestern.
Searcy and West Point.
Shreveport and Red River Valley.

Railroads and boat lines over which the Virginia, Tennessee and Georgia Air Line operates—Continued.

Southern.
South and Western.
Southwestern Arkansas and Indian Territory.
St. Louis and San Francisco.
St. Louis, Iron Mountain and Southern.
St. Louis Southwestern.
Tallahassee and Montgomery.
Texarkana and Fort Smith.
Ultima Thule, Arkadelphia and Mississippi.
Vicksburg, Shreveport and Pacific.
Virginia and Southwestern.
Western of Alabama.
White and Black River Valley.
White River, Lonoke and Western.
Yazoo and Mississippi Valley.

WABASH AND LACKAWANNA DESPATCH.

Eastern seaboard terminals: Boston, New York, Philladelphia.

Railroads over which the Wabash and Lackawanna Despatch operates.

Adirondack.
Ann Arbor.
Arcadia and Betsey River.
Atlantic City.
Baltimore and Ohio Southwestern.
Bangor and Portland.
Bath and Hammondsport.
Bloomsburg and Sullivan.
Boston and Maine.
Buffalo, Rochester and Pittsburg.
Catasauqua and Fogelsville.
Central of New Jersey.
Chatham and Lebanon Valley.
Cheshire.
Chicago and Eastern Illinois.
Chicago, Kalamazoo and Saginaw.
Chicago, Peoria and St. Louis of Illinois.
Cincinnati, Richmond and Muncie.
Cleveland, Cincinnati, Chicago and St. Louis.
Cooperstown and Charlotte Valley.
Delaware and Hudson.
Delaware, Lackawana and Western.
Detroit and Mackinac.
Elgin, Joliet and Eastern.
Erie and Central New York.
Freehold and Atlantic.
Freehold and New York.
Grafton and Upton.
Grand Rapids and Indiana.
Illinois Central (Peoria, Decatur, and Evansville Division.)
Illinois Terminal.
Indiana, Decatur and Western.
Jacksonville and St. Louis.
Lackawanna and Montrose.
Lancaster and Reading.
Lehigh and Hudson.
Lehigh and Lackawanna.
Lehigh and New England.
Long Island.
Manistee and Northeastern.
Manistee and Grand Rapids.
Mount Carmel and National.
Morris County.
Muncie and Western.
New Orange Four Junction.
New York, New Haven and Hartford.
New York, Ontario and Western.
Pere Marquette.
Philadelphia and Reading.
Philadelphia, Newtown and New York.
Pittsburg, Shawmut and Northern.
Raritan River.
Rockaway Valley.
Rutland.
Saginaw, Tuscola and Huron.
Staten Island Rapid Transit Co.
South Jersey.
Stony Creek.
Toledo, Peoria and Western.
Toledo, St. Louis and Western.
Tuckerton.
Ulster and Delaware.
Unadilla Valley.
Vandalia Line.
Wabash.
Whippany River.
Williamsport and North Branch.
Williams Valley.
Wilmington and Northern.

WEST SHORE LINE.

Eastern seaboard terminals: Boston, New York, Philadelphia.

Railroads and boat lines over which the West Shore Line operates.

Alliance and Northern.
Ann Arbor.
Arcadia and Betsey River.
Atchison, Topeka and Santa Fe.
Baltimore and Ohio.
Baltimore and Ohio Southwestern.
Bangor and Portland.
Barry Transportation Co.
Bennington and Rutland.
Boston and Maine.
Buffalo, Rochester and Pittsburg.
Centralia and Chester.
Central New England.
Central of New Jersey.
Central of Pennsylvania.
Charleston, Clendennin and Sutton.
Chatham and Lebanon Valley.
Chesapeake and Ohio.
Chicago and Alton.
Chicago and Eastern Illinois.
Chicago and Northwestern.
Chicago, Burlington and Quincy.
Chicago Great Western.
Chicago, Indiana and Eastern.
Chicago, Indianapolis and Louisville.
Chicago Junction.
Chicago, Kalamazoo and Saginaw.
Chicago, Milwaukee and St. Paul.
Chicago, Peoria and St. Louis.
Chicago, Rock Island and Pacific.
Chicago and Southeastern.
Cincinnati, Hamilton and Dayton.
Cincinnati and Muskingum Valley.
Cincinnati, New Orleans and Texas Pacific.
Cincinnati Northern.
Cincinnati, Portsmouth and Virginia.
Cleveland, Cincinnati, Chicago and St. Louis.
Cleveland, Akron and Columbus.
Cleveland, Lorain and Wheeling.
Cleveland Terminal and Valley.
Cleveland and Marietta.
Columbus, Sandusky and Hocking.
Dayton and Union.
Delaware and Hudson.
Detroit and Lima Northern.
Dunkirk, Allegheny Valley and Pittsburgh.
Easton and Northern.
Elgin, Joliet and Eastern.
Erie.
Evansville and Terre Haute.
Findlay, Fort Wayne and Western.
Fitchburg.
Fort Wayne, Cincinnati and Louisville.
Grafton and Upton.
Goodrich Transportation Co.
Graham and Morton Transportation Co.
Grand Rapids and Indiana.
Greenwich and Johnsonville.
Hocking Valley.
Hoosac Tunnel and Wilmington.
Illinois Central.
Indiana, Illinois and Iowa.
Indianapolis, Decatur and Western.
Indiana and Illinois Southern.
Iowa Central.
Jacksonville and St. Louis.
Jamestown and Chautauqua.
Kanawha and Michigan.
Lake Shore and Michigan Southern.
Lakeside and Marblehead.
Lehigh and Hudson River.
Lehigh and New England.
Long Island.
Louisville, Evansville and St. Louis.
Louisville, Henderson and St. Louis.
Louisville and Nashville.
Lowell and Hastings.
Ludington and Lake Michigan Transportation Co.
Maine Central.
Manistee and Grand Rapids
Manistee and Northeastern.
Middletown and Cincinnati.
Milwaukee, Benton Harbor and Columbus.
Mobile and Ohio.
Moshassuck Valley.
Muscatine North and South.
Newburgh, Dutchess and Connecticut.
New York Central and Hudson River (Pennsylvania Division).
New York and Long Branch.
New York, New Haven and Hartford
New York, Ontario and Western.
Norfolk and Western.

Railroads and boat lines over which the West Shore Line operates—Continued.

Northern Ohio.
Ohio River and Lake Erie.
Ohio Southern.
Ohio and Little Kanawha.
Ohio Central Lines.
Peoria, Decatur and Evansville.
Pere Marquette.
Philadelphia and Reading.
Pittsburg, Johnstown, Ebensburg and Eastern.
Pittsburgh and Lake Erie.
Pittsburg and Western.
Pittsburg, Bessemer and Lake Erie.
Port Jervis, Monticello and New York.
Quincy, Carrollton and St. Louis.
Raritan River.
Rock Island and Peoria.
Rockaway Valley.
Saginaw, Tuscola and Huron.
Southern.
Southern Indiana.
South Jersey.
Staten Island.
Terre Haute and Indianapolis.
Toledo and Ohio Central.
Toledo, Peoria and Western.
Toledo, St. Louis and Kansas City.
Tuckerton.
Ulster and Delaware.
Vandalia Line.
Wabash, Chester and Western.
Wallkill Valley.
West Shore.
Wheeling and Lake Erie.
Williams Valley.
Williamsport and North Branch.
Wilmington and Northern.
Wisconsin Central.

WHITE LINE.

Eastern seaboard terminals: Boston, New York, Philadelphia.

Railroads over which the White Line operates.

Atchison, Topeka and Santa Fe.
Atlantic City.
Baltimore and Ohio.
Baltimore and Ohio Southwestern.
Bangor and Portland.
Boston and Albany.
Boston and Maine.
Bridgton and Saco River.
Cammal and Black Forest.
Central New England.
Central of New Jersey.
Central of Pennsylvania.
Charleston, Clendennin and Sutton.
Chatham and Lebanon Valley.
Chesapeake and Ohio.
Chicago and Alton.
Chicago and Eastern Illinois.
Chicago and Northwestern.
Chicago and Southeastern.
Chicago, Burlington and Quincy.
Chicago, Indianapolis and Louisville.
Chicago, Indiana and Eastern.
Chicago, Milwaukee and St. Paul.
Chicago, Peoria and St. Louis.
Chicago, Rock Island and Pacific.
Cincinnati and Muskingum Valley.
Cincinnati, New Orleans and Texas Pacific.
Cincinnati Northern.
Cincinnati, Portsmouth and Virginia.
Cleveland and Marietta.
Cleveland, Lorain and Wheeling.
Cleveland Terminal and Valley.
Cleveland, Cincinnati, Chicago and St. Louis.
Columbus, Sandusky and Hocking.
Dayton and Union.
Delaware and Hudson.
Detroit and Lima Northern.
Erie.
Evansville and Terre Haute.
Findlay, Fort Wayne and Western.
Fonda, Johnstown and Gloversville.
Grafton and Upton.
Grand Rapids and Indiana.
Hocking Valley.
Illinois Central.
Illinois Southern.
Indianapolis, Decatur and Western
Iowa Central.
Jacksonville and St. Louis.
Jamestown and Chautauqua.
Kanawha and Michigan.
Lake Shore and Michigan Southern.
Lehigh and Hudson River.
Lehigh and New England.

Railroads over which the White Line operates—Continued.

Little Falls and Dolgeville.
Long Island.
Louisville and Nashville.
Louisville, Henderson and St. Louis.
Louisville, Evansville and St. Louis.
Maine Central.
Middletown and Cincinnati.
Mobile and Ohio.
Moshassuck Valley.
Muscatine North and South.
Narragansett Pier.
Newburgh, Dutchess and Connecticut.
New York Central and Hudson River.
New York, Chicago and St. Louis.
New York and Long Branch.
New York and Ottawa.
New York, New Haven and Hartford.
New York, Ontario and Western.
Northern Central.
Northern Ohio.
Norfolk and Western.
Ogdensburg and Lake Champlain.
Ohio Central Lines.
Ohio Southern.
Philadelphia and Reading.
Pittsburg, Johnstown, Ebensburg and Eastern.
Port Jervis, Monticello and New York.
Poughkeepsie and Eastern.
Quincy, Carrollton and St. Louis.
Raritan River.
Raquette Lake.
Rockaway Valley.
Rock Island and Peoria.
Rome, Watertown and Ogdensburg.
Rutland.
Saranac and Lake Placid.
Skaneateles.
Staten Island.
St. Johnsbury and Lake Champlain.
Somerset.
Southern.
Southern Indiana.
Terre Haute and Indianapolis.
Toledo, Peoria and Western.
Toledo and Ohio Central.
Tuckerton.
Vandalia Line.
Wabash, Chester and Western.
Washington County.
Wheeling and Lake Erie.
Wisconsin Central.
Williams Valley.
Williamsport and North Branch.

ROUTES TO GULF AND PACIFIC PORTS.

None of the fast freight lines shown in the foregoing list have terminals at either Gulf or Pacific ports. Fast freight lines are an advantage only where through traffic has to pass over several different railroads in reaching its destination, and this condition of affairs exists to a marked degree only over what is known as the eastern route. Of course, in many instances merchandise routed to Gulf or Pacific ports passes over more than one railroad, but such movement is not apparently large or complicated enough to warrant the formation of organizations similar to the eastern fast freight lines. The southern and western railroads, however, by means of through traffic arrangements, are enabled to forward freight in carload lots from interior points to points of destination without breaking bulk. In such cases the shipper generally loads his goods and receives through bills of lading, guaranteeing rates, and he is either required to designate via what particular routes he prefers the car to move, or else leaves it to the discretion of the initial line. While these shipments are not designated as fast freight, in many instances the time required compares favorably with that over the fast freight lines of the east.

OCEAN TRANSPORTATION.

CLASSES OF VESSELS.

Agricultural exports concentrating at different seaboard cities are transported to their foreign destinations by two classes of vessels—steam vessels and sailing vessels—but the importance of the latter has greatly diminished within recent years, so that to-day the great bulk of agricultural exports leaves the country in steam vessels. A notable exception to this, however, is grain shipped from Pacific coast ports to European markets which is carried almost exclusively in sailing vessels.

OCEAN SERVICE.

The service offered exporters is twofold, consisting of vessels which ply between domestic and foreign ports at stated intervals and constituting what is known as a regular service, and vessels which have no regular ports of calls and go from place to place at the option of the owners, or persons authorized to regulate their movements, such vessels composing what is known as a tramp service.

To within quite recent times the tramp service handled the bulk of merchandise exported from this country. During the last few years, however, regular lines have been rapidly established at practically all principal ports, so that at the present time the importance of the regular service far exceeds that of the tramp. In some instances lines which give a regular service own no steamers of their own, but charter such boats as they are able to procure. This may not constitute a regular line so far as the ownership of the boats is implied, but from the standpoint of the shipper it amounts to the same thing. In a general way it may be stated that ports doing a large business rely very little upon a tramp service, the regular service being so much more satisfactory that it is at once established as soon as conditions warrant it.

RATES.

Ocean rates on merchandise shipped from Atlantic and Gulf ports are subject to constant and often violent fluctuations, largely due to an active and unrestrained competition between the different steamship lines. The general trend of rates is mainly regulated by the law of supply and demand, plentiful traffic meaning a high rate, and scarcity of traffic, during which time competition is more severe, a low rate.

On the Pacific coast, however, and especially in connection with the trade between the more northern ports and the Orient, conditions are radically different. There the regular steamship lines are comparatively few in number, and they have entered upon an agreement by which they issue a joint tariff on ocean rates to eastern countries, these rates being well maintained.

FACILITIES.

In transporting agricultural exports, steamship companies have to provide proper facilities for the care of three distinct classes of merchandise, nonperishable, perishable, and live stock. In regard to nonperishable merchandise, such as grain, flour, or cotton, no special facilities are required, but in the case of fresh meats, dairy products, or certain fresh fruits, refrigerator compartments in which a low temperature can be maintained are imperative. In cattle steamers the animals are generally housed in permanent stalls under deck. Troughs are placed in front of the stalls for feeding purposes, and water pipes are run along the deck with taps at convenient intervals. In some cattle vessels the entire space in which cattle are stalled is lit with electricity.

WEIGHTS AND MEASURES.

The long ton of 2,240 pounds is invariably used when shipments are made by weight from either the Atlantic or Gulf ports. From the Pacific ports the short ton of 2,000 pounds is used.

Commodities usually shipped by measurement are those, in a general way, whose bulk is great as compared with their weight. In this class are included such merchandise as wooden ware, boxed machinery, organs, millinery goods, dry hides, and in a general way cased goods, particularly when the size runs irregularly in proportion to the weight. No hard and fast rule, however, can be drawn with regard to commodities shipped by measurement and those shipped by weight for the same articles are sometimes taken on one basis and sometimes on the other. Bulk goods—such as grain, coal, and heavy sacked merchandise, such as flour, linseed cake, etc., and boxed or tinned goods, like provisions, which run according to regular weight—are always taken on the basis of weight. The measured ton invariably consists of 40 cubic feet.

Commodities shipped by measurement are often weighed at point of ocean shipment, as the payment of the railroad freight charges depends upon the weight. New commodities are generally weighed, it being always desirable to know what proportion weight bears to bulk, as this fact has an important bearing upon the rate charged on marine freight.

FOREIGN AND DOMESTIC PORTS.

The following list contains the names of foreign and domestic ports between which there is a regular steamship service. The list also contains the names of the steamship companies operating vessels between these ports, together with the intervals of sailing of such vessels.

Foreign and domestic ports between which steamships regularly ply.

Foreign ports.	Domestic ports.	Name of steamship company.	Frequency of sailings from domestic ports.
Aden:			
Aden	New York, N. Y	American and Indian Line	Monthly.
Do	do	Barber Line	Do.
Do	do	Howard Houlder, Rowat & Co. (Ltd.).	Do.
Do	do	United States and China-Japan Line.	Do.
Algeria:			
Algiers	do	North German Lloyd	Weekly.
Antigua:			
Falmouth	do	Quebec Line	3 or 4 times a month.
Austria:			
Trieste	Galveston, Tex	Austro-American Steamship Line.	Monthly.
Do	New Orleans, La	United Austrian Steamship Co.	2 or 3 times a month.
Do	New York, N. Y	Austro-American Steamship Line.	Twice a month.
Do	do	Mediterranean and New York Steamship Co.	Do.
Do	Pensacola, Fla	Austro-American Steamship Line.	Do.
Australia:			
Adelaide	New York, N. Y	American and Australasian Line.	Monthly.
Brisbane	do	do	Do.
Fremantle	do	do	Do.
Melbourne	do	do	Do.
Do	do	Tyser Line	Do.
Sydney	do	American and Australasian Line.	Do.
Do	do	Tyser Line	Do.
Do	San Francisco, Cal	Oceanic Line	Every 3 weeks.
Argentine Republic:			
Buenos Aires	New York, N. Y	Houston Line	Monthly.
Do	do	Lamport and Holt Line	Twice a month.
Do	do	Norton Line	Monthly.
Do	do	Prince Line	Do.
Rosario	do	Houston Line	Do.
Do	do	Lamport and Holt Line	Twice a month.
Do	do	Norton Line	Once a month.
Do	do	Prince Line	Do.
Azores:			
Various ports	Boston, Mass	Dominion Line	Twice a month.
Do	New York, N. Y	Amswinck Line	About 6 trips a year.
Do	do	Portuguese Steamship Line	Once or twice monthly.
Barbados:			
Bridgetown	do	Booth Line	Once a month.
Do	do	New York and Demerara Line	Do.
Do	do	Quebec Line	3 or 4 times a month.
Belgium:			
Antwerp	Baltimore, Md	Puritan Line	Twice a month.
Do	Boston, Mass	Leyland Line	Do.
Do	Galveston, Tex	Castle Line	Once a month.
Do	do	Cuban Line	About every 3 weeks.
Do	New Orleans, La	Argo Line	Every 2 weeks.
Do	do	Lamport and Holt Line	Once a month.
Do	New York, N. Y	Phoenix Line	Weekly.
Do	do	Red Star Line	Do.
Do	Pensacola, Fla	Antwerp and Havre Line	About monthly.
Do	Philadelphia, Pa	Red Star Line	Every 2 weeks.
Do	Savannah, Ga	Antwerp Naval Stores Co	About monthly.
Various ports	New Orleans	Argo Line	Do.
Do	do	Hamburg-American Line	20 trips a year.
Bermuda:			
Hamilton	New York, N. Y	Quebec Line	Once a week.
Brazil:			
Bahia	do	Lamport and Holt Line	Twice a month.
Do	do	Sloman Line	Monthly.
Cabidello	do	do	Do.
Ceara	do	Booth Line	Do.
Maceio	do	Sloman Line	Do.
Manos	do	Booth Line	Do.
Maranhao	do	do	Do.
Para	do	do	Do.
Parahyba	do	Sloman Line	Do.
Pernambuco	do	Lamport and Holt Line	Twice a month.
Do	do	Prince Line	Monthly.
Do	do	Sloman Line	Do.
Rio de Janeiro	do	Lamport and Holt Line	Twice a month.
Do	do	Prince Line	Monthly.
Do	do	Sloman Line	Do.

Foreign and domestic ports between which steamships regularly ply—Continued.

Foreign ports.	Domestic ports.	Name of steamship company.	Frequency of sailings from domestic ports.
Brazil—Continued.			
Rio Grande do Sul.	New York, N. Y.	Sloman Line	Monthly.
Santos	do	Prince Line	Do.
Do	do	Sloman Line	Do.
Victoria	do	do	Do.
British Guiana:			
Georgetown	do	Holland-American Line	Twice a month.
Do	do	New York and Demerara Line.	Monthly.
Do	do	Quebec Line	3 or 4 times a month.
British Honduras:			
Belize	Mobile, Ala	Orinoco Laubenheimer Co	Twice monthly.
British India:			
Bombay	New York, N. Y.	American and Indian Line	Monthly.
Calcutta	do	do	Do.
Do	Boston	Hansa Line	Do.
Madras	New York, N. Y.	American and Indian Line	Do.
British South Africa:			
Cape Town	do	American and African Line	Twice a month.
Do	do	Hansa Line	Monthly.
Do	do	Prince-Houston Line	4 times monthly.
Do	do	Union-Clan Line	Monthly.
Durban	do	American and African Line	Twice a month.
Do	do	Hansa Line	Monthly.
Do	do	Prince-Houston Line	4 times monthly.
Do	do	Union-Clan Line	Monthly.
East London	do	American and African Line	Do.
Do	do	Hansa Line	Do.
Do	do	Prince-Houston Line	4 times monthly.
Do	do	Union-Clan Line	Monthly.
Mosselbay	do	American and African Line	Twice a month.
Do	do	Hansa Line	Monthly.
Do	do	Union-Clan Line	Do.
Port Elizabeth	do	American and African Line	Do.
Do	do	Hansa Line	Do.
Do	do	Prince-Houston Line	4 times monthly.
Do	do	Union-Clan Line	Monthly.
Canada:			
Campo Bello	Passamaquoddy, Me.	Eastport, Campo Bello and Deer Island Steamboat Co.	8 times a month.
Cape Breton	Boston, Mass	Black Diamond Line	5 times a month.
Charlotteville	do	Plant Line	Weekly.
Comox	San Francisco, Cal	Dunsmuir Line	3 times monthly.
Deer Island	Passamaquoddy, Me.	Eastport, Campo Bello and Deer Island Steamboat Co.	8 times a month.
Grand Manan	do	Grand Manan Steamboat Co.	8 times a month.
Halifax	Boston, Mass	Plant Line	Weekly.
Do	New York, N. Y.	Red Cross Line	Do.
Ladysmith	San Francisco, Cal	Dunsmuir Line	3 times a month.
Louisburg	Boston, Mass	Black Diamond Line	5 times a month.
Nanaimo	San Francisco, Cal	Western Fuel Co.'s Line	Twice monthly.
Port Hawkesbury	Boston, Mass	Plant Line	Weekly.
St. John	do	Eastern Steamship Co	2 to 5 times a week.
Do	Passamaquoddy, Me.	do	6 times a month.
Do	do	Grand Manan Steamboat Co.	8 times a month.
St. Stephen	do	Eastport, Campo Bello and Deer Island Steamboat Co.	Do.
Do	do	Grand Manan Steamboat Co.	Do.
Sydney	Boston, Mass	Black Diamond Line	5 times a month.
Do	New York, N. Y.	Red Cross Line	Once a week.
Vancouver	Port Townsend, Wash.	Pacific Coast Steamship Co	14 times monthly.
Do	do	Vancouver Line	Do.
Victoria	do	Puget Sound Navigation Co.	40 times monthly.
Do	San Francisco, Cal	Pacific Coast Steamship Co	Every 5 days.
Yarmouth	Boston, Mass	Dominion Atlantic Rwy. Co.	4 to 6 times a week.
Ceylon:			
Colombo	New York, N. Y.	American and Indian Line	Monthly.
Chile:			
Antofagasta	do	Merchants' Line	Do.
Do	do	West Coast Line	Do.
Do	Port Townsend, Wash.	Kosmos Line	Do.
Do	San Francisco, Cal	do	Twice monthly.
Arica	New York, N. Y.	Merchants' Line	Monthly.
Do	do	West Coast Line	Do.
Do	Port Townsend, Wash.	Kosmos Line	Do.
Do	San Francisco, Cal	do	Do.
Caldera	New York, N. Y.	West Coast Line	Do.
Coquimbo	do	do	Do.
Coronel	do	Merchants' Line	Do.
Do	do	West Coast Line	Do.
Do	Port Townsend, Wash.	Kosmos Line	Do.
Do	San Francisco, Cal	do	Twice monthly.

Foreign and domestic ports between which steamships regularly ply—Continued.

Foreign ports.	Domestic ports.	Name of steamship company.	Frequency of sailings from domestic ports.
Chile—Continued.			
Corral	New York, N. Y	Merchants' Line	Monthly.
Iquique	do	do	Do.
Do	do	West Coast Line	Do.
Do	Port Townsend, Wash.	Kosmos Line	Do.
Do	San Francisco, Cal	do	Twice a month.
Punta Arenas	New York, N. Y	Merchants' Line	Monthly.
Do	do	West Coast Line	Do.
Do	Port Townsend, Wash.	Kosmos Line	Do.
Do	San Francisco, Cal	do	Twice a month.
Talcaguana	New York, N. Y	Merchants' Line	Monthly.
Do	do	West Coast Line	Do.
Valparaiso	do	Merchants' Line	Do.
Do	do	West Coast Line	Do.
Do	Port Townsend, Wash.	Kosmos Line	Do.
Do	San Francisco, Cal	do	Twice a month.
China:			
Shanghai	New York, N. Y	American-Asiatic Steamship Co.	Every 6 weeks.
Do	do	Barber Line	Monthly.
Do	do	Howard Houlder, Rowat & Co. (Ltd.)	Do.
Do	do	United States and China-Japan Line.	Do.
Do	Portland, Oreg	Portland and Asiatic Steamship Co.	Do.
Do	Port Townsend, Wash.	Boston Steamship Co	Do.
Do	do	Nippon Yusen Kaisha	Twice monthly.
Do	do	Northern Pacific Steamship Co.	Every 3 weeks.
Do	do	Ocean Steamship Co. (Ltd.)	Do.
Do	San Francisco, Cal	Occidental-Oriental Line	About monthly.
Do	do	Pacific Mail Steamship Co	Do.
Do	do	Toyo Kisen Kaisha	Do.
Colombia:			
Cartagena	New York, N. Y	Hamburg-American Line	Weekly.
Sabanilla	do	do	Do.
Costa Rica:			
Bocas del Toro	Mobile, Ala	Camors-M'Connell Co	Do.
Do	do	Di Giorgio Importing and Steamship Co.	Twice a month.
Do	do	United Fruit Co	Weekly.
Port Limon	New York, N. Y	Hamburg-American Line	Do.
Do	Mobile, Ala	United Fruit Co	Do.
Punta Arenas	Port Townsend, Wash.	Kosmos Line	Monthly.
Do	San Francisco, Cal	do	Do.
Do	do	Pacific Mail Steamship Co	Twice monthly.
Various ports	Boston, Mass	United Fruit Co	Do.
Cuba:			
Baiquiri	Baltimore, Md	Earn Line	About twice a month.
Banes	New York, N. Y	United Fruit Co	Weekly.
Baracoa	Baltimore, Md	Di Giorgio Importing and Steamship Co.	About twice weekly.
Do	New York, N. Y	Munson Steamship Co	Twice monthly.
Caibarien	do	do	Do.
Cardenas	Mobile, Ala	do	Monthly.
Do	New York, N. Y	do	Twice monthly.
Cienfuegos	Mobile, Ala	do	Every other week.
Do	New York, N. Y	Ward Line	Twice monthly.
Gibara	do	Munson Steamship Co	Twice monthly.
Guantanamo	Mobile, Ala	do	Monthly.
Do	New York, N. Y	Ward Line	Twice monthly.
Habana	Mobile, Ala	Munson Steamship Co	Weekly.
Do	New Orleans, La	do	Twice monthly.
Do	do	Southern Pacific Line	Do.
Do	New York, N. Y	Compania Transatlantica	Monthly.
Do	do	Munson Steamship Co	Twice monthly.
Do	do	Ward Line	3 times weekly.
Do	Tampa, Fla	Peninsular and Occidental Steamship Co.	Daily.
Manzanillo	Mobile, Ala	Munson Steamship Co	Monthly.
Do	New York, N. Y	Ward Line	Twice monthly.
Matanzas	Mobile, Ala	Munson Steamship Co	Monthly.
Do	New York, N. Y	do	Twice monthly.
Do	do	Ward Line	Weekly.
Nuevitas	do	Munson Steamship Co	Twice monthly.
Sagua	do	do	Do.
San Juan	do	Red "D" Line	Monthly.
Santiago	Baltimore, Md	Earn Line	About twice monthly.
Do	Mobile, Ala	Munson Steamship Co	Every 2 weeks.
Do	New York, N. Y	Ward Line	Twice a month.
Various ports	Mobile, Ala	Munson Steamship Co	Weekly.

Foreign and domestic ports between which steamships regularly ply—Continued.

Foreign ports.	Domestic ports.	Name of steamship company.	Frequency of sailings from domestic ports.
Curaçao:			
Various ports	New York, N. Y	Red "D" Line	Weekly.
Do	do	Holland-American Line	Twice monthly.
Denmark:			
Aarhus	Galveston, Tex	Dania Line	Monthly.
Copenhagen	Boston, Mass	Scandinavian-American Line	Twice monthly.
Do	Galveston, Tex	Dania Line	Monthly.
Do	New Orleans, La	Scandinavian-American Line	Every 2 months.
Do	New York, N. Y	do	Every 10 days.
Dominica:			
Roseau	do	Quebec Line	3 or 4 times a month.
Various ports	do	Clyde's West India Line	Twice a month.
Dutch Guiana:			
Paramaribo	do	Holland-American Line	Do.
Ecuador:			
Guayaquil	do	Merchants' Line	Monthly.
Do	do	West Coast Line	Do.
Do	Port Townsend, Wash	Kosmos Line	Do.
Do	San Francisco, Cal	do	Do.
France:			
Bordeaux	New York, N. Y	Larrinaga Steamship Line	Do.
Boulogne	Baltimore, Md	Hamburg-American Line	Every 2 weeks.
Do	New York, N. Y	Holland-American Line	Weekly.
Cherbourg	do	American Line	Do.
Do	do	Hamburg-American Line	About weekly.
Do	do	North German Lloyd	5 to 7 sailings a month.
Dunkirk	do	Barber Line	Every 2 weeks.
Havre	Galveston, Tex	Hogan Line	3 times a month.
Do	do	Gulf Transport Line	Twice a month.
Do	New York, N. Y	Barber Line	Every 2 weeks.
Do	do	Holland-American Line	Twice a month.
Do	Pensacola, Fla	Antwerp and Havre Line	Once a month.
Do	Port Townsend, Wash	Kosmos Line	Do.
Do	San Francisco, Cal	do	Do.
Marseille	New Orleans, La	United Austrian Steamship Co.	2 or 3 times monthly.
Do	New York, N. Y	American Line	Weekly.
Do	do	Fabre Line	Twice monthly.
Pauillac	do	Larrinaga Steamship Line	Monthly.
Various ports	New Orleans, La	Compania de Navigazione Olazarri.	Do.
Do	do	Hamburg-American Line	About 20 trips a year.
German East Africa:			
Zanzibar	New York, N. Y	American and African Line	Monthly.
Germany:			
Bremen	Baltimore, Md	North German Lloyd	Weekly.
Do	Galveston, Tex	Gulf Transport Line	Twice a month.
Do	do	Houston Steamship Line	Do.
Do	do	North German Lloyd	Do.
Do	Mobile, Ala	Elder-Dempster & Co	About 2 or 3 times a month.
Do	New Orleans, La	Argo Line	Every 2 weeks.
Do	New York, N. Y	North German Lloyd	7 to 10 times a month.
Do	Pensacola, Fla	Hamburg-Bremen Line	About monthly.
Hamburg	Baltimore, Md	Hamburg-American Line	Every 2 weeks.
Do	Boston, Mass	do	Twice a month.
Do	Galveston, Tex	do	Monthly.
Do	do	Houston Steamship Line	Twice a month.
Do	Mobile, Ala	Elder-Dempster & Co	8 to 10 times a year.
Do	Newport News, Va	Union Line	About twice a month.
Do	New York, N. Y	Hamburg-American Line	Twice weekly during summer.
Do	do	Sloman Line	Every 10 days.
Do	do	Vogemann Line	Monthly.
Do	Pensacola, Fla	Hamburg-Bremen Line	About monthly.
Do	Philadelphia, Pa	Hamburg-American Line	Every 10 days.
Do	Savannah, Ga	Antwerp Naval Stores Co	Monthly.
Do	Port Townsend, Wash	Kosmos Line	Do.
Do	San Francisco, Cal	do	Twice monthly.
Stettin	Boston, Mass	Scandinavian-American Line	Do.
Do	New York, N. Y	do	Every 10 days.
Swinemunde	Boston, Mass	do	Twice a month.
Do	New York, N. Y	do	Every 10 days.
Various ports	New Orleans, La	Argo Line	Monthly.
Do	do	Hamburg-American Line	20 trips a year.
Gibraltar:			
Gibraltar	Boston, Mass	Dominion Line	Twice monthly.
Do	New York, N. Y	American Line	Weekly.
Do	do	Mediterranean and New York Steamship Co.	Twice monthly.
Do	do	North German Lloyd	Weekly.
Grenada:			
St. George	do	Trinidad Line	3 times monthly.

Foreign and domestic ports between which steamships regularly ply—Continued.

Foreign ports.	Domestic ports.	Name of steamship company.	Frequency of sailings from domestic ports.
Guadeloupe:			
Basse Terre	New York, N. Y	New York and Demerara Line.	Monthly.
Pointe a Pitre	do	Quebec Line	3 or 4 times monthly.
Guatemala:			
Champerico	Port Townsend, Wash.	Kosmos Line	Twice monthly.
Do	San Francisco, Cal	do	Do.
Do	do	Pacific Mail Steamship Co	3 times monthly.
Livingston	Mobile, Ala	Orinoco Laubenheimer Co	Twice monthly.
Ocos	Port Townsend, Wash.	Kosmos Line	Do.
Do	San Francisco, Cal	do	Do.
Do	do	Pacific Mail Steamship Co	3 times monthly.
Puerto Barrios	Mobile, Ala	Orinoco Laubenheimer Co	Twice monthly.
San Jose	Port Townsend, Wash.	Kosmos Line	Do.
Do	San Francisco, Cal	do	Do.
Do	do	Pacific Mail Steamship Co	4 times monthly.
Haiti:			
Aquin	New York, N. Y	Holland-American Line	Twice monthly.
Aux Cayes	do	Hamburg-American Line	Weekly.
Do	do	Holland-American Line	Twice monthly.
Cape Haitien	do	Hamburg-American Line	Weekly.
Gonaives	do	do	Do.
Jacmel	do	do	Do.
Do	do	Holland-American Line	Twice monthly.
Jeremie	do	do	Weekly.
Miragoane	do	Hamburg-American Line	Do.
Petit Goave	do	Holland-American Line	Twice a month.
Port au Prince	do	do	Do.
Port de Paix	do	Hamburg-American Line	Weekly.
St. Marc	do	do	Do.
Do	do	Holland-American Line	Twice monthly.
Honduras:			
Amapala	Port Townsend, Wash.	Kosmos Line	About monthly.
Do	San Francisco, Cal	do	Do.
Do	do	Pacific Mail Steamship Co	About twice a month.
Puerto Cortes	New Orleans, La	Jno. B. Cifalu Co. Steamship Line.	Twice monthly.
Do	Mobile, Ala	Central American Steamship Co.	Weekly.
Do	do	Thacker Bros. & Co. Steamship Line.	Twice monthly.
Hongkong:			
Victoria	New York, N. Y	American and Asiatic Steamship Co.	Every 6 weeks.
Do	do	Barber Line	Monthly.
Do	do	United States and China-Japan Line.	Do.
Do	Portland, Oreg	Portland and Asiatic Steamship Co.	About monthly.
Do	Port Townsend, Wash.	Boston Steamship Co	Monthly.
Do	do	Nippon Yusen Kaisha	Twice monthly.
Do	do	Northern Pacific Steamship Co.	Every 3 weeks.
Do	do	Ocean Steamship Co. (Ltd.)	Do.
Do	San Francisco, Cal	Dollar Line	About every 2 months.
Do	do	China Commercial Line	About monthly.
Do	do	Occidental-Oriental Line	Monthly.
Do	do	Pacific Mail Steamship Co	About monthly.
Do	do	Toyo Kisen Kaisha Line	Do.
Hungary:			
Fiume	New York, N. Y	Mediterranean and New York Steamship Co.	Twice a month.
Italy:			
Genoa	Boston, Mass	Dominion Line	Twice monthly.
Do	Galveston, Tex	Austro-American Steamship Line.	Monthly.
Do	do	Creole Line	Twice monthly.
Do	New Orleans, La	do	2 or 3 times monthly.
Do	do	Italian-American Line	Monthly.
Do	do	United Austrian Steamship Co.	2 or 3 times monthly.
Do	New York, N. Y	American Line	Weekly.
Do	do	Anchor Line	Do.
Do	do	Compania Transatlantica	Monthly.
Do	do	Creole Line	Twice monthly.
Do	do	La Veloce, Navigazione Italiana a Vapores.	Do.
Do	do	North German Lloyd	Weekly.
Do	do	Prince Line	Twice monthly.
Do	Pensacola, Fla	Genoa Line	Every 2 months.
Girgenti	New York, N. Y	Creole Line	Twice a month.
Leghorn	do	American Line	Weekly.
Do	do	Prince Line	Twice monthly.
Do	New Orleans, La	Italian-American Line	Monthly.

Foreign and domestic ports between which steamships regularly ply—Continued.

Foreign ports.	Domestic ports.	Name of steamship company.	Frequency of sailings from domestic ports.
Italy—Continued.			
Messina	New Orleans, La	Italian-American Line	Monthly.
Do	New York, N. Y	American Line	Weekly.
Do	do	Creole Line	Twice a month.
Naples	Boston, Mass	Dominion Line	Do.
Do	Galveston, Tex	Creole Line	Do.
Do	New York, N. Y	American Line	Weekly.
Do	do	Creole Line	Twice a month.
Do	do	Fabre Line	Do.
Do	do	La Veloce, Navigazione Italiana a Vapores.	Do.
Do	do	North German Lloyd	Weekly.
Do	do	Prince Line	Twice a month.
Palermo	do	American Line	Weekly.
Do	do	Creole Line	Twice a month.
Do	do	Prince Line	Do.
Venice	Galveston, Tex	Austro-American Steamship Line.	Monthly.
Do	New York, N. Y	Mediterranean and New York Steamship Co.	Twice a month.
Do	New Orleans, La	United Austrian Steamship Co.	2 to 3 times a month.
Jamaica:			
Kingston	Boston, Mass	United Fruit Co	Twice a week.
Do	New York, N. Y	Hamburg-American Line	Once a week.
Do	do	John E. Kerr & Co.'s Steamship Line.	Every 2 weeks.
Do	do	United Fruit Co	Weekly.
Do	Philadelphia, Pa	do	Do.
Montego Bay	New York, N. Y	John E. Kerr & Co.'s Steamship Line.	Every 2 weeks.
Port Antonio	Boston, Mass	United Fruit Co	3 times a month.
Do	Baltimore, Md	Di Giorgio Importing and Steamship Co.	About twice a week.
Do	do	United Fruit Co	About 4 times a week
Do	Boston, Mass	do	Twice a week.
Do	Philadelphia, Pa	do	Weekly.
Port Maria	Baltimore, Md	Italian Fruit and Importing Co.	Every 2 weeks.
Do	New York, N. Y	John E. Kerr & Co.'s Steamship Line.	Do.
St. Anns Bay	do	do	Do.
Savanna la Mar	do	do	Do.
Various ports	do	do	Once a week.
Japan:			
Kobe	do	American-Asiatic Steamship Co.	About every 6 weeks.
Do	do	Barber Line	Monthly.
Do	do	Howard Houlder, Rowat & Co. (Ltd.).	Do.
Do	do	United States and China-Japan Line.	Do.
Do	Portland, Oreg	Portland and Asiatic Steamship Co.	Do.
Do	Port Townsend, Wash.	Boston Steamship Co	Do.
Do	do	Nippon Yusen Kaisha	Twice a month.
Do	do	Ocean Steamship Co. (Ltd.)	Every 3 weeks.
Do	do	Northern Pacific Steamship Co.	Do.
Do	San Francisco, Cal	China Commercial Line	Monthly.
Do	do	Occidental-Oriental Line	About monthly.
Do	do	Pacific Mail Steamship Co	Do.
Do	do	Toyo Kisen Kaisha	Do.
Moji	Port Townsend, Wash.	Boston Steamship Co	Monthly.
Do	San Francisco, Cal	China Commercial Line	Do.
Do	do	Dollar Line	Every 2 months.
Do	Port Townsend, Wash.	Nippon Yusen Kaisha	Twice a month.
Do	do	Northern Pacific Steamship Co.	Every 3 weeks.
Do	do	Ocean Steamship Co. (Ltd.)	Do.
Nagasaki	Portland, Oreg	Portland and Asiatic Steamship Co.	About monthly.
Do	San Francisco, Cal	Occidental-Oriental Line	Do.
Do	do	Pacific Mail Steamship Co	Do.
Do	do	Toyo Kisen Kaisha	Do.
Yokohama	New York, N. Y	American-Asiatic Steamship Co.	About every 6 weeks.
Do	do	Barber Line	Monthly.
Do	do	Howard Houlder, Rowat & Co. (Ltd.).	Do.
Do	do	United States and China-Japan Line.	Do.

Foreign and domestic ports between which steamships regularly ply—Continued.

Foreign ports.	Domestic ports.	Name of steamship company.	Frequency of sailings from domestic ports.
Japan—Continued.			
Yokohama	Portland, Oreg	Portland and Asiatic Steamship Co.	About monthly.
Do	Port Townsend, Wash.	Boston Steamship Co	Monthly.
Do	do	Northern Pacific Steamship Co.	Every 3 weeks.
Do	do	Ocean Steamship Co. (Ltd.)	Do.
Do	San Francisco, Cal	China Commercial Line	Monthly.
Do	do	Occidental and Oriental Line.	About monthly.
Do	do	Pacific Mail Steamship Co	Do.
Do	do	Toyo Kisen Kaisha	Do.
Madagascar:			
Tamatave	New York, N. Y	American and African Line	Monthly.
Malta:			
Malta	do	Mediterranean and New York Steamship Co.	Twice a month.
Martinique:			
Fort de France	do	New York and Demerara Line.	Monthly.
Do	do	Quebec Line	3 or 4 times a month.
Mauritius:			
Port Lewis	do	American and African Line	Monthly.
Mexico:			
Acapulco	San Francisco, Cal	Pacific Mail Steamship Co	About 4 times a month.
Campeachy	New York, N. Y	Thebaud Line	Twice a month.
Coatzacoalcos	Galveston, Tex	Atlantic and Mexican Gulf Steamship Line.	Do.
Manzanillo	Port Townsend, Wash.	Kosmos Line	About monthly.
Do	San Francisco, Cal	China Commercial Line	Do.
Do	do	Kosmos Line	Do.
Do	do	Pacific Mail Steamship Co	About twice a month.
Mazatlan	Port Townsend, Wash.	Kosmos Line	About once a month.
Do	San Francisco, Cal	do	Do.
Do	do	Pacific Mail Steamship Co	About 4 times a month.
Progreso	Galveston, Tex	Atlantic and Mexican Gulf Steamship Line.	Twice a month.
Do	New York, N. Y	Thebaud Line	Do.
Do	do	Ward Line	Weekly.
Salina Cruz	Port Townsend, Wash.	Kosmos Line	About monthly.
Do	do	do	Do.
San Benito	do	do	Do.
Do	San Francisco, Cal	do	Do.
San Blas	Port Townsend, Wash.	do	Do.
Do	San Francisco, Cal	do	Do.
Do	do	Pacific Mail Steamship Co	Do.
Tampico	New Orleans, La	Mexican-American Steamship Co.	Every other week.
Do	New York, N. Y	Ward Line	Weekly.
Do	Pensacola, Fla	Tampico Line	3 or 4 times a month.
Tolana	San Francisco, Cal	Kosmos Line	Monthly.
Do	Port Townsend, Wash.	do	Do.
Topolobampo	Humboldt, Cal	Globe Navigation Co	Do.
Veracruz	Galveston, Tex	Atlantic and Mexican Gulf Steamship Co.	Twice a month.
Do	New Orleans, La	Mexican-American Steamship Co.	Every 2 weeks.
Do	New York, N. Y	Compania Transatlantica	Monthly.
Do	do	Ward Line	Weekly.
Various ports	Mobile, Ala	Atlantic and Mexican Gulf Line.	Twice a month.
Do	New Orleans, La	Mexican-American Steamship Co.	Do.
Netherlands:			
Amsterdam	Newport News, Va	Holland-American Line	Monthly.
Do	New York, N. Y	do	Twice a month.
Rotterdam	Baltimore, Md	Neptune Line	Weekly.
Do	Boston, Mass	Holland and Boston Line	Twice a month.
Do	Galveston, Tex	Hogan Line	3 times a month.
Do	Mobile, Ala	Elder-Dempster & Co	8 to 10 times a year.
Do	New York, N. Y	Vogemann Line	Monthly.
Do	Philadelphia, Pa	Cosmopolitan Line	Weekly.
Newfoundland:			
St. Johns	New York, N. Y	Red Cross Line	Do.
Bahama Islands:			
Nassau	do	Bahamas Line	Monthly.
Do	do	Ward Line	Twice a month.
New Zealand:			
Auckland	do	American and Australasian Line	Monthly.
Do	do	Tyser Line	Do.
Do	San Francisco, Cal	Oceanic Line	Every 3 weeks.
Lyttelton	New York, N. Y	American and Australasian Line.	Monthly.
Do	do	Tyser Line	Do.

Foreign and domestic ports between which steamships regularly ply—Continued.

Foreign ports.	Domestic ports.	Name of steamship company.	Frequency of sailings from domestic ports.
New Zealand—Cont'd.			
Port Chalmers	New York, N. Y	American and Australasian Line.	Monthly.
Do	do	Tyser Line	Do.
Wellington	do	American and Australasian Line.	Do.
Do	do	Tyser Line	Do.
Nicaragua:			
Bluefields	Mobile, Ala	Bluefields Steamship Co	Twice a month.
Do	do	Southern Steamship Co	Once a week.
Do	New Orleans, La	Bluefields Steamship Co	Once or twice a week.
Cape Gracias a Dios	Mobile, Ala	Southern Steamship Co	Weekly.
Do	New Orleans, La	Bluefields Steamship Co	Twice a month.
Corinto	Port Townsend, Wash.	Kosmos Line	Do.
Do	San Francisco, Cal	do	Do.
Do	do	Pacific Mail Steamship Co	About 3 times a month.
Greytown	Mobile, Ala	Southern Steamship Co	Weekly.
Do	New Orleans, La	Bluefields Steamship Co	Twice a month.
Do	New York, N. Y	Hamburg-American Line	Weekly.
San Juan del Sur	San Francisco, Cal	Pacific Mail Steamship Co	About twice a month.
Norway:			
Christiania	Boston, Mass	Scandinavian-American Line	Twice a month.
Do	New York, N. Y	do	Every 10 days.
Christiansand	do	do	Do.
Panama:			
Colon	do	Panama Railroad Line	Weekly.
Panama	San Francisco, Cal	Pacific Mail Steamship Co	About 4 times a month.
Peru:			
Callao	New York, N. Y	Merchants' Line	Monthly.
Do	do	West Coast Line	Do.
Do	Port Townsend, Wash.	Kosmos Line	Do.
Do	San Francisco, Cal	do	Do.
Cerro Azul	New York, N. Y	Merchants' Line	Do.
Eten	do	do	Do.
Do	do	West Coast Line	Do.
Mollendo	do	Merchants' Line	Do.
Do	do	West Coast Line	Do.
Do	Port Townsend, Wash.	Kosmos Line	Do.
Do	San Francisco, Cal	do	Do.
Pacasmayo	New York, N. Y	Merchants' Line	Do.
Do	do	West Coast Line	Do.
Payta	do	Merchants' Line	Do.
Do	do	West Coast Line	Do.
Pimentel	do	do	Do.
Pisco	do	Merchants' Line	Do.
Do	do	West Coast Line	Do.
Salavery	do	Merchants' Line	Do.
Do	do	West Coast Line	Do.
Samanco	do	Merchants' Line	Do.
Portugal:			
Oporto	do	Amsinck Line	About 6 trips a year.
Do	do	Portuguese Steamship Line	Once or twice a month.
Lisbon	do	Amsinck Line	About 6 times a year.
Do	do	Portuguese Steamship Line	Once or twice a month.
Portugnese East Africa:			
Lourenço Marquez	do	American and African Line	Monthly.
Do	do	Prince-Houston Line	4 times a month.
Do	do	Hansa Line	Monthly.
Do	do	Union-Clan Line	Do.
Do	Pensacola, Fla	Atlantic and South African Steamship Co.	Do.
Réunion:			
St. Denis	New York, N. Y	American and African Line	Do.
St. Christopher:			
Basseterre	do	New York and Demerara Line	Do.
Do	do	Quebec Line	3 or 4 times a month.
St. Croix:			
Christiansted	do	do	Do.
St. Lucia:			
Castries	do	do	Do.
St. Thomas:			
Charlotte Amalie	do	do	Do.
St. Vincent:			
Kingstown	do	do	Do.
Salvador:			
Acajutla	Port Townsend, Wash	Kosmos Line	About twice a month.
Do	San Francisco, Cal	do	Do.
Do	do	Pacific Mail Steamship Co	About 3 times a month.
La Libertad	Port Townsend, Wash.	Kosmos Line	About twice a month.
Do	San Francisco, Cal	do	Do.
Do	do	Pacific Mail Steamship Co	About 3 times a month.
La Union	do	Kosmos Line	Once a month.

Foreign and domestic ports between which steamships regularly ply—Continued.

Foreign ports.	Domestic ports.	Name of steamship company.	Frequency of sailings from domestic ports.
Salvador—Continued.			
La Union	Port Townsend, Wash.	Kosmos Line	About once a month.
Do	San Francisco, Cal	Pacific Mail Steamship Co	About twice a month.
Santo Domingo:			
Azua de Compostella.	New York, N. Y	Clyde's West India Line	Do.
Macoris	do	do	Do.
Monte Cristi	do	do	Do.
Puerto Plata	Boston, Mass	United Fruit Co	4 times a month.
Do	New York, N. Y	Clyde's West India Line	Twice a month.
Sanchez	do	do	Do.
Santa Barbara de Samana.	do	do	About twice a month.
Santo Domingo	do	do	Do.
Spain:			
Alicante	do	United Austrian Steamship Co.	2 or 3 times a month.
Almeria	do	United Austrian Steamship Co.	2 or 3 times a month.
Barcelona	Galveston, Tex	Austro-American Steamship Line.	Monthly.
Do	New Orleans, La	United Austrian Steamship Co.	2 or 3 times a month.
Do	New York, N. Y	Compañía Transatlántica	Monthly.
Cadiz	New Orleans, La	United Austrian Steamship Co.	2 or 3 times a month.
Do	New York, N. Y	Compania Transatlantica	Monthly.
Malaga	New Orleans, La	United Austrian Steamship Co.	2 or 3 times a month.
Do	New York, N. Y	Compañía Transatlantica	Monthly.
Santander	do	Larrinaga Steamship Line	Do.
Straits Settlements:			
Singapore	do	American-Asiatic Steamship Line.	About every 6 weeks.
Do	do	Barber Line	Monthly.
Do	do	Howard Houlder, Rowat & Co. (Ltd.).	Do.
Do	do	United States and China-Japan Line.	Do.
Do	Port Townsend, Wash.	Ocean Steamship Co. (Ltd.)	Every 3 weeks.
Tahiti (Society Islands):			
Papeite	San Francisco, Cal	Oceanic Line	Every 36 days.
Trinidad:			
Port of Spain	New York, N. Y	Holland-American Line	Twice a month.
Do	do	Trinidad Line	3 times a month.
Turks Islands:			
Grand Turk	do	Clyde's West India Line	About twice a month.
Tutuila (Samoan Islands):			
Pango Pango Harbor.	San Francisco, Cal	Oceanic Line	Every 3 weeks.
United Kingdom:			
Avonmouth	Philadelphia, Pa	Philadelphia Transatlantic Line.	Do.
Barry	New York, N. Y	Bristol City Line	Weekly.
Belfast	Baltimore, Md	Lord Line	Every 2 weeks
Do	Galveston, Tex	Head line	Monthly.
Do	New Orleans, La	do	Do.
Bristol	New York, N. Y	Bristol City Line	Weekly.
Cardiff	Baltimore, Md	Lord Line	Every 2 weeks.
Do	New Orleans, La	Head Line	Monthly.
Cork	New York, N. Y	Barber Line	Every 2 weeks.
Dublin	Baltimore, Md	Lord Line	Do.
Do	Galveston, Tex	Head Line	Monthly.
Do	New Orleans, La	do	Do.
Dundee	New York, N. Y	Arrow Line	Do.
Glasgow	Baltimore, Md	Donaldson Line	Twice a month.
Do	Boston, Mass	Allen Line	Do.
Do	Galveston, Tex	M'Clay & Prentiss Steamship Line.	Monthly.
Do	New York, N. Y	Allen-State Line	2 or 3 times a month.
Do	do	Anchor Line	Weekly.
Do	do	Arrow Line	Monthly.
Do	Philadelphia, Pa	Allen Line	Every 2 weeks.
Greenock	Boston, Mass	do	Twice a month.
Hull	do	Wilson Line	Do.
Do	New York, N. Y	do	Weekly.
Leith	do	Arrow Line	Monthly.
Do	Philadelphia, Pa	Cosmopolitan Line	Every 2 weeks.
Liverpool	Baltimore, Md	Johnston Line	Weekly.
Do	Boston, Mass	Cunard Line	3 times a month.
Do	do	Dominion Line	Do.

Foreign and domestic ports between which steamships regularly ply—Continued.

Foreign ports.	Domestic ports.	Name of steamship company.	Frequency of sailings from domestic ports.
United Kingdom—Con.			
Liverpool	Boston, Mass	Leyland Line	3 times a month.
Do	do	Warren Line	4 times a month.
Do	Galveston, Tex	Booth Line	Monthly.
Do	do	Gulf Transport Line	Twice a month.
Do	do	Harrison Line	Monthly.
Do	do	Houston Steamship Line	Twice a month.
Do	do	Leyland Line	Weekly.
Do	Mobile, Ala	Elder-Dempster & Co	About every 3 weeks.
Do	New Orleans, La	Glynn Line	Twice a year.
Do	do	Harrison Line	About twice a month.
Do	do	Larrinaga Steamship Line	Twice a year.
Do	do	Leyland Line	5 to 7 times a month.
Do	Newport News, Va	Chesapeake and Ohio Line	Monthly.
Do	New York, N. Y	Cunard Line	Weekly.
Do	do	White Star Line	Do.
Do	Philadelphia, Pa	Allen Line	Every 2 weeks.
Do	do	American Line	Weekly.
Do	Portland, Me	Dominion Line	Do.
Do	Port Townsend, Wash.	Ocean Steamship Co. (Ltd.)	Every 3 weeks.
London	Baltimore, Md	Atlantic Transport Line	Every 2 weeks.
Do	Boston, Mass	Leyland Line	4 times a month.
Do	Galveston, Tex	Cuban Line	About every 3 weeks.
Do	New Orleans, La	Harrison Line	About twice a month.
Do	do	Leyland Line	Do.
Do	Newport News, Va	Chesapeake and Ohio Line	Monthly.
Do	New York, N. Y	Atlantic Transport Line	Weekly.
Do	Philadelphia, Pa	do	Every 2 weeks.
Do	do	Philadelphia Transatlantic Line.	Weekly.
Do	Portland, Me	Thomson Steamship Line	Weekly during winter
Do	Port Townsend, Wash.	Kosmos Line	Monthly.
Do	San Francisco, Cal	do	Do.
Do	Savannah, Ga	Antwerp Naval Stores Co	Do.
Manchester	Boston, Mass	Leyland Line	Twice a month.
Do	Galveston, Tex	Larrinaga Steamship Line	3 times a month.
Do	New Orleans, La	Harrison Line	About twice a month.
Do	New York, N. Y	Lamport & Holt Line	Weekly.
Do	Pensacola, Fla	Manchester Line	About once a month.
Moville	New York, N. Y	Allen-State Line	2 or 3 times a month.
Do	do	Anchor Line	Weekly.
Newcastle	do	Wilson Line	About once in 3 months.
Plymouth	do	Hamburg-American Line	Twice a week.
Do	do	North German Lloyd	5 to 7 times a month.
Queenstown	Boston, Mass	Cunard Line	3 times a month.
Do	do	Dominion Line	Do.
Do	Philadelphia, Pa	American Line	Weekly.
Do	New York, N. Y	Cunard Line	Do.
Do	do	White Star Line	Do.
Southampton	do	American Line	Do.
Do	do	North German Lloyd	Do.
Swansea	Galveston, Tex	Head Line	Monthly.
Do	New York, N. Y	Bristol City Line	Weekly.
Various ports	Galveston, Tex	Elder-Dempster Line	Twice a month.
Do	New Orleans, La	do	About 50 sailings a year.
Do	do	Lamport and Holt Line	Monthly.
Do	do	Leyland Line	Do.
Do	do	Scandinavian-American Line	Every 2 months.
Uruguay:			
Montevideo	New York, N. Y	Houston Line	Monthly.
Do	do	Lamport and Holt Line	Twice a month.
Do	do	Prince Line	Monthly.
Venezuela:			
Carupano	do	Holland-American Line	Twice monthly.
Ciudad Bolivar	do	do	Do.
Cumana	do	do	Do.
Guanta	do	do	Do.
La Ceiba	Mobile, Ala	Thacker Bros. & Co	3 times a month.
Do	do	United Fruit Co	Weekly.
La Guaira	New York, N. Y	Holland-American Line	Twice monthly.
Do	do	Red "D" Line	Weekly.
Maracaibo	do	do	Do.
Puerto Cabello	do	Holland-American Line	Twice monthly.
Do	do	Red "D" Line	Weekly.

PORTS OF ALASKA AND ISLAND POSSESSIONS.

The following list contains the names of ports of Alaska and island possessions and United States ports between which there is a regular steamship service. The names of the steamship companies operating vessels between these ports, with the intervals of sailing, are also given:

Ports of Alaska and island possessions and United States ports between which steamships regularly ply.

Ports of Alaska and island possessions.	United States ports.	Name of steamship company.	Frequency of sailings from United States ports.
Alaska:			
Douglas	Port Townsend, Wash	Humboldt Steamship Co	Every 10 days.
Haines	do	do	Do.
Juneau	do	do	Do.
Ketchikan	do	do	Do.
Nome	Portland, Oreg	California and Oregon Coast Steamship Co.	About once a month.
Do	Port Townsend, Wash	do	Do.
Do	do	North American Transportation and Trading Co.	Do.
Do	do	White Star Steamship Co	Do.
Do	San Francisco, Cal	California and Oregon Coast Steamship Co.	Do.
Petersburg	Port Townsend, Wash	Humboldt Steamship Co	Every 10 days.
St. Michael	do	North American Transportation and Trading Co.	About once a month.
Skagway	do	Humboldt Steamship Co	Every 10 days.
Solomon	do	White Star Steamship Co	About once a month.
Valdez	Portland, Oreg	California and Oregon Coast Steamship Co.	Do.
Do	Port Townsend, Wash	do	Do.
Do	do	Pacific Clipper Line	About 3 times a month.
Do	San Francisco, Cal	California and Oregon Coast Steamship Co.	About once a month.
Various ports	Port Townsend, Wash	Pacific Clipper Line	About 3 times a month.
Hawaiian Islands:			
Hilo	New York, N. Y	American-Hawaiian Steamship Line.	Monthly.
Do	Port Townsend, Wash	do	Do.
Do	San Francisco, Cal	do	Do.
Honolulu	New York, N. Y	do	Do.
Do	Port Townsend, Wash	do	Do.
Do	San Francisco, Cal	do	Every 18 days.
Do	do	China Commercial Line	About monthly.
Do	do	Occidental-Oriental Line	Do.
Do	do	Pacific Mail Steamship Co	Do.
Do	do	Toyo Kisen Kaisha	Do.
Kahului	New York, N. Y	American-Hawaiian Steamship Line.	Monthly.
Do	Port Townsend, Wash	do	Do.
Do	San Francisco, Cal	do	Every 18 days.
Various ports	New York, N. Y	Red Cross Line	Monthly.
Philippine Islands:			
Manila	do	American-Asiatic Steamship Line.	About every 6 weeks.
Do	do	Barber Line	Monthly.
Do	do	Howard Houlder, Rowat & Co. (Ltd.).	Do.
Do	do	United States and China-Japan Line.	Do.
Do	Port Townsend, Wash	Boston Steamship Co	Do.
Do	do	Ocean Steamship Co. (Ltd.)	Every 3 weeks.
Porto Rico:			
Various ports	New Orleans, La	New York and Porto Rico Steamship Co.	About once a month.
Do	New York, N. Y	do	About twice a month.